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ART. I.—NEGRO SLAVERY AT THE SOUTH.*

COMPARISON OF SLAVE LABOR AND THE PAUPER LABOR OF EUROPE; ABOLITION OUTRAGES AND FALSEHOODS; THE RESULTS OF EMANCIPATION AND THE HAYTIAN REPUBLIC, ETC.

[As we said in September last, this paper is the production of a northern gentleman who has traveled extensively in the southern States. The style is simple, unaffected and loose, but the paper will have interest with our readers notwithstanding any faults.—Ed.]

It is not this mutual love and good will and spirit of mutual protection, binding southern masters and slaves together, that keep English *freemen* in submission to a system inconceivably worse than any system of negro slavery in the United States. It is want, absolute want, and perfect inability to escape from it. That there is no love for employers, is proved by the hostility of operatives against them which requires a constant force of police and armed soldiers to ride down the mob whenever they meet to discuss their grievances—by the necessity of the locking, bolting, barring and guarding, every night brings to the property holders in all English manufacturing towns, to guard their lives and property from the vengeance of the starving millions of England's slavery-denouncing, free born, poverty-inheriting laborers.

What a miserable state of insecurity and fear, so different from the prevailing practice in slave-ridden Mississippi, where I know, from personal observation, that, instead of the southern people reposing, as I have often heard asserted by visionary abolitionists that they do, upon a magazine of gun powder, the explosion of which they were in constant fear and dread of, masters and their families, and overseers, those cruel negro-whipping tyrants, lay down at night with feelings of the most quiet and perfect security—their persons and property unguarded by bolt or bar, policeman or soldier, and not one in a hundred ever thinks of sleeping with gun or pistol in the room: and if he did, what would be the use where doors and windows are all open, and all the slaves upon the plantation as free and unconfined as master and overseer, and yet the latter sleep as free from fear as I do in my own house.

I visited a plantation in Mississippi, upon which there are more than one hundred slaves in charge of an overseer, who, with the exception of a young physician boarder, are the only whites on the place; and two of the nearest plantations upon which there are more negroes than

* Concluded from September number.

upon this, are each in charge of a single overseer, and another by a widow, so that, in that neighborhood, I presume that there are more than fifty able-bodied negroes to each white man. And this overseer, who is noted for his ability to make negroes labor, and undoubtedly uses the lash all that is needed, has so little fear of being blown up in this great bug-bear magazine of powder, that he lives here almost alone among the slaves, and never carried a pistol or kept fire arms in his room in his life.

A writer from whom I have quoted largely, speaking of a temporary residence upon the banks of Lake Concordia, in Louisiana, says, what I also know from personal observation, that in this neighborhood, the slaves outnumber the whites nearly an hundred to one. There is no guard or patrol on duty; the slaves are at liberty as soon as the day's work is finished; the door of the cottage I occupy has neither lock nor bolt; my room contains many valuables; yet I never felt safer in my life, for I have known this neighborhood nearly twenty years; always containing near the same number of slaves under the charge of overseers, yet peace, plenty, quiet and comfort, have had an uninterrupted reign—for experience has taught them, that when order and discipline are preserved among this people—when they are kindly treated and made to know and feel that they are servants—that their overseer is not a tyrant, but, for the time, a master whom they must obey—they need no compulsion to make them obey, or go cheerfully to their work without his attendance, for the common practice is to rely upon the most trustworthy slaves themselves, to limit or extend the amount of each day's labor. It is an indisputable fact, that an overseer who urged the slaves beyond their strength, or that inflicted cruel or unnecessary punishment, or failed to see them well fed, or kindly taken care of when sick, would be as sure to lose his place, as though he permitted them to idle and waste their time.

If witnesses are required to prove my assertions, I can call by name an hundred as honorable and high-minded men as ever breathed the air of heaven, who will vouch for every word that I have uttered.

Having feasted upon the diet of English factory operatives, let me introduce you now to the bed and board of negro slaves, in cotton-planting, negro-oppressing Mississippi. Contrary to my practice heretofore, I will call a few witnesses by name—I am sure that they will excuse the liberty, if it should ever come to their ears, for my witnesses are gentlemen in every sense of the word. John T. Leigh, of Yallubusha county, I invoke you first; state, if you please, as you did to me, how you feed your negroes?

"The most of my negroes have families, and live as you see in very comfortable cabins, nearly as good as my own, with good fire places, good floors and doors, comfortable beds, plenty of cooking utensils and dishes, tables and chairs. But I intend, in the course of another year, to build them a new set of cabins, of uniform size, so as to correspond in appearance with the overseer's house. Those who have not families of their own, mess together; I give each of them 3½ lbs. of bacon, clear of bone, per week, and of the same quality that I use myself, and which I make upon the place, and generally about a peck and a half of corn meal, not being particular about the measure of that, as I raise plenty of corn and grind it in my own mill, and wish them to have all they will eat without wasting it. I also give them sweet potatoes and plenty of vegetables in the season of them. Those who choose to do so, can commute

a part of the meat rations for an equivalent in molasses. I also give them a liberal supply of fresh meat from time to time during the year.

"They also, as you see, all have their hen houses, and as 'master's corn crib is always open,' they raise an abundance of eggs and fat chickens to eat or exchange for any other luxuries they wish. Besides, my negroes raise a crop of cotton every year for their own use, and several of the most provident of them always have money, often to the amount of fifty to one hundred dollars. You will observe that the children are all taken care of and fed during the day at the nursery, upon corn bread and fat, and hominy and molasses.

"All the cotton clothing and part of the woolen is spun and wove by women kept employed at that business on the plantation. I give my negroes a feast and frolic every Christmas. I was born and bred among slaves in Virginia. In buying and selling, good masters are always careful not to separate families. Two of my men have wives on President Polk's plantation which adjoins mine, and whom they are free to visit every Saturday night and remain with till Monday morning."

Now this is the testimony of a most honorable living witness, whom if you wish to cross-examine, you can do so at any time. If you will visit him, you will find that no father is better loved or more respected by his children, than he is by his slaves; and I should not be surprised if some of you should acknowledge that, in every respect, they lived more comfortable than many of us do.

I will next ask you to call on Capt. Wm. Eggleston, of Holmes county, whom you will find a fine specimen of an old Virginia gentleman, and whose hundred and fifty fine, healthy, hearty looking slaves, will be the best evidence that he feeds them in the same way of the last witness. There I saw the same paternal love and the same respect for "old massa"—the little negroes running after him, as we passed through the village of negro cabins, to shake hands and say "How de do, massa,"—"God bless massa,"—and receive a reply, notwithstanding it comes from a slaveholder, acceptable in the sight of Heaven, of "God bless you, my children."

I will introduce to you one more witness, only because the system of feeding and dealing out rations, differs from the others; it is that of Col. Joseph Dunbar, of Jefferson county, now upward of sixty years of age, a native born Mississippian, who has lived all his life in the vicinity of Natchez, the very hotbed of all that is awful, wicked, bloodthirsty and cruel, in connection with southern slavery; where slaves, if they are starved anywhere, are starved here, or fed upon cotton seed, as I have heard asserted by those who believed it to be a fact.

"Upon the 'home plantation,' Col. Dunbar has one hundred and fifty negroes, fifty of which are field hands. The reason of this is, that he keeps nearly all the aged and children that would naturally belong to another plantation, where he can look every day to their wants, and provide with his own hands for their comfort. His negro quarters look more like a neat, pleasant, New England village, than they do like what we have often been taught to believe was the residence of poor, oppressed and wretched slaves. I did not give them a mere passing view, but examined the interior, and in some of them saw what may be seen in some white people's houses—a great want of neatness and care—but, so far as the master was concerned, all were comfortable, roomy and provided with beds and bedding in abundance. In others there was a show of enviable neatness and luxury; high-post bedsteads, handsomely curtained round with musketo netting, cupboards of blue Liverpool ware, coffee mills, looking-glasses, tables, chairs, trunks and chests of as good clothes as I clothe myself or family with. Every house having the univeral hen-house appendage. In the nursery were more than a dozen cradles, and on the neat, green, grassy village common, were sporting more than forty negro children, neatly clothed, fat and

happy looking, lazy little slaves. At a certain signal upon the cook-house bell, the young gang came up in fine order to the yard for their dinner; this consisted of meat gravy, and small pieces of meat, thickened with broken corn bread and boiled hominy, seasoned with salt and lard, to which is occasionally added molasses. The cooking for all hands is done in one great kitchen or cook-house, by an experienced cook, and must be well done, as I have no doubt that the cook would be punished severer for any careless or willful neglect about his business, than would any other hand for neglect of work in the field; and I judge this from the fact, that I accidentally overheard the Col., while examining some bread that was not well baked, ask the cook 'if he sent such bread as that to the field, because if he did, and he should repeat the offense, he would order the overseer to give him a dozen lashes—for, mind I tell you, boy, that my negroes shall have good bread and plenty of it.' On being assured by the cook that that was the only loaf not well baked, and that there was plenty without it, he appeared well satisfied. I afterward examined the other bread and tasted it, and found it better than that which I have found upon many a master's own table. The bacon, too, was excellent and well cooked, and given at the rate of 3½ lbs. per week to each hand. Fresh meat and vegetables are also given here in plenty. The breakfast and dinner is generally put up in tin pails for each family or mess, or for single hands, as they prefer, and sent to the field, which they will sit and eat in the hot sun, in preference to going into the shade. The supper they take in their own houses, to which they often add luxuries from the hen-houses, or such as they purchase with the sale of eggs and chickens, which they frequently do to their own masters. In the yard of the overseer's house is a large, airy building, neatly whitewashed, which is used when needed, for a hospital; and upon Christmas and other holidays and wedding festivals, as a ball-room. I witnessed here again that same kind of deep-seated love for 'old massa,' from the children and several old negroes who were full grown when he was born, and had lived to see 'young massa' grow up in prosperity to provide for them in decrepid old age. The gleam of joyous satisfaction, too, that beamed from the eyes of two or three sick women, when 'good old massa' called to see sick old Kitty, was enough to warm his Christian heart to thank God that he was placed in a situation where he could give so much happiness to his fellow creatures."

If the most cold blooded abolitionist that ever sought to sever bands like these, can witness such scenes as this and an hundred others that I have seen, and not feel and acknowledge that he has had an erroneous idea of southern slavery, then will I acknowledge that God makes men with most unaccountable dispositions. It does appear to me most unaccountable, how any man, in his sober senses, with a full knowledge of facts as they do actually exist, can wish to dissolve the bonds between master and slave, on account of, and under the plea of, doing good to the slave. If he will say that he wishes it solely on account of "ameliorating the condition of the" whites, and that he conceives it necessary to sacrifice the happiness of the slaves to effect this object, then will I acknowledge that he has some show of reason and common sense on his side. But to set them free among the whites, he will make them just as much more worthless and miserable than they now are—not only as the free negroes are now more worthless and miserable than the slaves, but in just that proportion more so that the number of free negroes would be increased. To free them and send them off to live by themselves, will be to send them away from home, friends, civilization, comfort, Christianity and happiness.

If any would inquire whether in my advocacy of letting what are termed "southern institutions" remaining quietly as they are, until the people themselves wish to change them, I also take into account all the cases in which the slave may be abused, or whether in my comparisons

between English operatives and southern slaves, I take into account all the floggings of the latter, I answer most decidedly, yes, I do; for, in all my tour, during the past winter, I did not see or hear of but two cases of flogging: one of which was for stealing, and the other for running away from as good a master as ever a servant need to have, which is proved by the appearance and general good conduct of his negroes, and that they are well fed I know from many days personal observation; and I have seen some of them with better broad cloth suits on than I often wear myself; and more spare money than their master, as he will freely acknowledge. This witness is Dr. M. W. Phillips, of Hinds county, who will readily disprove this statement if not true.

If I am asked the question, I have no hesitation in saying, as did Admiral Rowley to a committee of the British Parliament, "that if I had been born to labor, absolutely to labor, I would sooner have been a black, in the island of Jamaica, than a white man in Great Britain, and, taking my chance for the same degree of talent and industry, I should have been able, at an earlier period of life, to become my own master." And I do not limit my comparison to the factory operatives, but to the state and condition of the daily laborers in England, Ireland and Europe generally, not forgetting to add a few millions upon this continent.

And if the question should be asked how a slave can make money for himself, so as to be able not only to supply his own little wants, but actually to lend, as some of them do, money to their own masters, I will answer—by raising poultry, making baskets and brooms, gathering moss, doing overwork Saturdays and evenings, for which they are paid, and by cultivating a crop for themselves, land for which is allotted them on almost every plantation. And, although they are often too indolent to cultivate their own crops in their own time, a good overseer will always see that they do not neglect their own interest, any more than their master's. According to my observation, there are but few overseers to be found, who, like those of the factories of England, are vile extortioners of labor, often ducking children in tubs of cold water kept for the purpose, or deducting the wages of adult laborers for a moment's idleness, or delay of five minutes behind time. On the contrary, I have ever found them to be very quiet personages, and often well bred gentlemen, who would do honor to any society; seldom being personally present with the slaves on large plantations, only visiting them occasionly while at their labor, to give directions about the kind of work to be done, and to see that they do it according to orders: and in their necessary intercourse with them, affable, gentle, firm in their demeanor, without familiarity—for that no negro can bear—governing without passion, by fixed rules—seldom punishing them, except when absolutely necessary to preserve order and discipline, or prevent crimes, and never to compel them to do more work, unless they willfully neglect their duty All of them know what their duty is upon a plantation, and that they are generally willing to do, and nothing more; and if more than that very moderate and easy duty be required, they will not submit to it, but become turbulent and impatient of control, and all the whips in Christendom cannot drive them to perform more than they think they ought to do, or have been in the long habit of doing.

If I should be asked the question, whether in all my journeying in Mississippi, I did not meet with any of those instances of the vile manner in which blacks are fed there, as is sometimes told us by rascally runaway negroes and their aiders and abettors, I should answer, only once, and that was in this manner—spending a few days with a gentleman in Washington, near Natchez, who was himself from that island where the experiment is so often tried, how great an amount of human life can be sustained upon the smallest amount of the cheapest food, and where it is considered economy to have everything eaten that is possibly eatable; I suppose he was practicing in Mississippi upon the same principle; for I observed, one morning, a negro engaged over a large kettle of boiling cotton seed and corn, cabbage stumps and turnips, cutting up and putting into the kettle a litter of pigs that had been overlaid by the mother and killed the night before; on inquiring what he was making soup for, he sery honestly told me it was to feed them *young blacks*, that I had just been looking at. Whether he would have dared to aver the truth, if his master had been present, is not for me to say; or whether cotton seed soup, thickened with dead pigs, is a wholesome diet, that would be relished by young negroes, I am unable to say; as the young blacks for whom this unsavory dish was destined, did not speak our language, or I should certainly have asked them the question; but, unfortunately for me and the abolition cause generally, these *blacks* belonged to the Berkshire family, and only answered me with a *grunt*.

But I do seriously say, that I did not see or hear of one place where the negroes were not well fed; and I did not see a ragged gang of negroes in the South; and I could only hear of one plantation where the negroes were overworked or unjustly flogged, and on that plantation the master was a drunken, abusive wretch, as heartily despised by his neighbors as he was hated by his negroes, and were it not for the consequences to themselves if they should rise upon and pull him limb from limb, his brother planters would rejoice that he had met the fate that cruelty to slaves, they are free to say, justly merits.

The two things that are most despised and hated in the South, are masters that abuse and starve and ill-treat their slaves, and abolitionists, who seize upon every isolated case of the kind, and trumpet it through the land as evidence of the manner that all slaves are treated, and then call upon the people of the free states to aid the negroes to free themselves from such inhuman bondage, peaceably if they can, forcibly if they must, no matter whose or how much blood shall flow.

Is it any wonder that abolitionists should be hated, despised, dreaded, feared in the South, when they see such doctrine as I am about to read from the Emancipator, showing how they intend to abolish slavery. Speaking of politics and the prospect of the abolition party getting into power, the Emancipator, the leading "Liberty Party" journal says:

"Let them (the Whigs and Democrats) distinctly understand, that our use of the *ballot box* leads to a use of the *cartridge-box*. We are opposed to international war, and believe that a Christian nation would never need to fight offensively and defensively. But we are in favor of the execution of law, and the establishment of justice at all hazards. So that, if it were possible for slavery to exist in this Union after the opponents of the system had assumed the reins of government, *we should be in favor of using the physical power of the nation to put it out of existence. It is nonsense, it is knavery, it is suicide, to talk any longer*

of the General Government not having power to abolish slavery in the whole country, when the slaveocracy is giving it power to annex to us all the slavery of Texas and Cuba and Brazil. It has that power, or it is not for one moment fit to live. It has that power, or else to establish justice and secure the domestic tranquility is a thing which it is utterly incapable of doing."

"Fortunately, this avowal comes at a sufficiently early day to operate as a warning to the true friends of freedom, not to confer power upon a party which stands ready to trample the constitution under its feet, and involve the country in a civil war."

Is it any wonder that a people naturally of a quick and fiery temperament, should show some little excitement at such wholesale slander upon such good men and devout Christians as thousands of the slave holders of the South most truly are, and daily show themselves to be, in all things except this one damning sin of owning slaves, as it is to be found in the following extracts, which have been published in the "Indiana Freeman," a little echo of loud English abolitionism, that is seeking through all the willing tools who wickedly wish to dissolve this Union, to effect the object by promoting discord, hatred, jealousy and heartburnings between the members of our political family, under the hypocritical plea of releasing the poor oppressed negroes from slavery.

I am truly sorry that such a paper, which a southern editor fitly calls a filthy sheet, exists in Indiana, under the name of Freeman. Now that these pretented extracts from southern runaway-slave advertisements, ever existed, except in the brain of some mischief maker, I will not believe until I see the originals; for I have seen, for a number of years past, a stereotype edition of these "extracts," going the round of the abolition papers: but in all my reading of southern papers, I never have seen anything like one of these pretended advertisements, nor in my anxious inquiry after truth have I ever seen any evidence of this cutting and maiming, knocking out teeth and branding; and it is just as easy for me to believe that any sane man would knock out the front teeth of a horse to mark him, as he would knock out those of a slave, worth perhaps five or six hundred dollars, and by which operation he would probably injure the value of his property twenty-five per cent. But here are the extracts:

"*Slavery.*—Under the slave system of the United States, the master may brand his slaves with hot iron, maim them, or maltreat them in any manner whatever, and in pursuing runaways may shoot them. As evidence that this is often done, we make extracts from advertisements in southern papers. Similar advertisements may be found in southern papers at any time.

"'Ranaway, a negro woman and two children; a few days before she went off, *I burnt her with a hot iron*, on the left side of her face; I tried to make the letter M.'

"'Ranaway, a negro girl, called Mary; has a small scar over her eye, a good many teeth missing, the letter A. is *branded on* her cheek and forehead.'

"'Was committed to jail, a negro man; says his name is Josiah; his back very much scarred by the whip, and *branded on the thigh and hip, in three or four places*, thus (J. M.), the rim of his right ear has been bit or cut off.'

"'Fifty dollars reward, for my fellow Edward; he has a scar on the corner of his mouth, two cuts on and under his arm, and the letter E. on his arm.'

"'Fifty dollars reward, for the negro Jim Blake; has a *piece cut out of each ear*, and the middle finger of the left hand cut off to the second joint.'"

"These are only a few of the pretended advertisements the editor gives, which he says are so common in southern papers. After giving a string of nearly a column, he thus proceeds:"

"A favorite method of marking slaves, so that they may be recognized, is by knocking out their front teeth. But this form of cruelty is mild in comparison with others frequently resorted to."

"And then continues a series of lies as black as were ever fabricated, about the most unheard of cruelties—burning slaves alive—cutting them to pieces with knives, by inches—swinging them feet upward, and whipping them to death, &c., which are stated to be common occurrences at the South, though it is graciously acknowledged that *all* slaves are not treated precisely so bad.

"Our readers may judge from such things as these the sort of misrepresentations used by these fanatical scoundrels, to prejudice the people of the free States against the South."

Now, by way of offset to these, allow me to read the following extract from a letter of Mr. Brooks, editor of the New York Express, to show that even in slavery-hating, abolition-loving Massachusetts, slaves, yea, negro slaves, were not only held, but bought and sold, "like beasts in the market." But as they did not knock out their front teeth, I suppose it was no sin. The extract is headed

"OLD BOSTON ADVERTISEMENTS.

"July 8, 1771—To be sold, a hearty, likely negro boy, about twenty years of age; has had the small pox; can do any sort of work; would make an excellent servant in the country."

"April 19, 1731—To be sold by public vendue, on Wednesday next, at the Heart and Crown, in Cornhill, Boston, sundry sorts of household goods, beds, pots and kettles, brass and iron ware, and a *young negro woman*, seasoned to the country."—*N. E. Weekly Journal.*

"July 5, 1742—To be sold, a young, likely, strong and healthy negro woman, that is an excellent cook, and can do all sorts of business."—*Boston Evening Post.*

"July 5, 1742—Any person that has one or more negro men to dispose of, will hear of a customer by inquiring of the printer."

"Sept. 20, 1742—To be sold (among a boat's furniture), a likely negro man, aged twenty-eight, who has followed the sail-making trade eight years."—*Boston Evening Post.*

"Feb. 18, 1771—To be sold at auction, a sprightly negro lad, eighteen years old, that can speak French. Inquire of the printers."—*Mass. Gaz. and Post Boy and Advertiser.*

"Dec. 17, 1744—To be sold, a negro woman, about thirty-six years of age. She has been in Boston from a child. She is a good cook, and washer, and can do all sorts of household business in a complete manner, and is a very serviceable negro."—*Boston Evening Post.*

Here is an advertisement of a different character:

"Dec, 17, 1774—A fine negro child, of a very good breed to be given away. Inquire of the printer."—*Boston Evening Post.*

"Oct. 26, 1730—To be sold by David Pippoon, fine young negro girls and boys."

"Also, a white young man, who is willing to serve twelve months for five pound and prison charges."

Enough for once. I could send you more if more were necessary to show that the present customs of the South were once the customs of New England."

Is it any wonder that the citizens of the South should feel themselves aggrieved, slandered and ill-treated, and under the excitement should make use of harsh language toward the northern States? Is it any wonder that the people of the South object to any interference by the people of the northern States, or those of other nations, with what they conceive to be their constitutional rights?

The editor of the Kentucky Commonwealth says:

"Whether slavery be a blessing to us and the slaves—*and we regard it as an unmitigated curse in every aspect*—is not a question proper to be submitted by our government to the consideration of foreign governments. We deny even to the governments of the Co-States of this Union, any right, power or propriety, in interfering with the question. We hold that our security and our ultimate rights depend upon maintaining the question as one *wholly domestic to the States in which the institution of slavery exists.*"

This is precisely the ground that I think all true friends to the Union should take upon this agitating question. If abolitionists really wish to see slavery abolished, instead of seeing the Union dissolved, they will pause in their mistaken, mad career, and see if there is not a more certain way of bringing about that object, in a patriotic, christian manner, than heaping abuse upon those who were born to the inheritance. As an evidence that some of the people of slaveholding States do not esteem the inheritance as a blessing, I will give another extract from the same paper. Speaking of Mr. Calhoun's letter to our Minister in France, the editor remarks upon the institution of slavery, thus:

"As to the blessings of slavery, Mr. Calhoun is very silly to argue that question even at home; still more abroad. The universal sentiment of the North, and, we believe, *a majority of the people even in the slaveholding States, regard slavery here as a plague spot and a curse.* In Kentucky, while we believe all her citizens are loyal to the constitution, and would resist any interference in the question, nearly all regard the institution as every way injurious to us, and would joyfully adopt any just and practicable scheme of relieving themselves of the evil. The number of slaveholders in Kentucky is about one-fourth the number of voters. This is an important fact, which the considerate should constantly keep in mind. Mr. Calhoun's principles carried out, would make the laboring freemen of this country slaves to slavery.

"God forbid we should excite the smallest prejudice against either negro labor or those who enjoy it. We would make no discrimination between them and others; for we hold ourselves conscientiously bound, under the compromises of the constitution, to regard all and protect all alike."

This is the true and honest language of the Christian abolitionist—I know the man—I know he hates slavery, but loves his country. A large majority of the slaveholders are men of proud spirit, but true hearts and stout arms and disposition to resist foreign dictation. They are to be conciliated, not despised and their rights trampled on and made subservient to the will of men who would illegally wrest their legal possessions from them. That Kentucky would this day have been ripe for emancipation, I have no doubt, if she had been conciliated instead of cursed by the abolitionists of the North.

Here is more language of a Kentucky abolitionist. It is from the pen of Cassius M. Clay. Compare it with that of the Emancipator, and tell me which is most likely to affect the abolition of slavery. Mr. Clay says:

"Slavery is a municipal institution. It exists by no other right and tenure than the constitution of Kentucky.

"I am opposed to depriving slaveholders of their slaves by any other than constitutional and legal means. Of course, then, I have no sympathy for those who would liberate the slaves of Kentucky in other ways. I have no connection with any man, or set of men, who would sanction or undertake the illegal liberation of slaves; and I feel bound, by my allegiance to the State of Kentucky, to resist (by force, if necessary) all such efforts.

"Whilst I hold that the United States constitution has no power to establish slavery in the District of Columbia, or in the Territories, or in any place of its

exclusive supremacy; so I contend, that in the States, once admitted into the Union, and thereby become *sovereign* and *independent*, Congress has no power or right to interfere with or touch slavery, without the legitimate consent of the States.

"I am the avowed and uncompromising enemy of slavery, and shall never cease to use all constitutional and honorable and just means, to cause its extinction in Kentucky, and its reduction to its constitutional limits in the United States.

"Born a Kentuckian and a slaveholder, I have no prejudices nor enmities to gratify; but, impelled by a sense of self-respect, love and justice, and the *highest expediency*, I shall ever maintain that *liberty* is our only safety.

"Then let us, having no regard to the clamors of the ultras of the North or the South, move on unshaken in our purpose, to the glorious end. Shall sensible men be for ever deluded by the silly cry of 'abolitionists?'—is this not becoming not only ridiculous, but contemptible? Can you not see that many base demagogues have been crying out wolf, whilst they were playing the traitors to their party and the country for personal elevation? Is it not time that some sense of returning justice should revive in your bosoms, and that you should cease to denounce those who in defeat do not forget their integrity, and who, though fallen, do not despair of the Republic?"

Another Kentucky writer says, that the free blacks of Kentucky are such a set of miserable, degraded, thievish beings, that he believes the people of Kentucky never will consent to the manumission of slaves unless they are sent out of the country. He also says of the abolitionists: "*They should let us alone.* They do n't know how to fight this battle, and I fear they do n't care whom they strike in their blind thrusts. On the other hand, the advocates of perpetual slavery, are full of unnecessary fear, as all the efforts of the abolitionists are in their favor."

As I have heretofore premised, that however beneficial and advantageous the system of slavery was to the slaves themselves, it was a curse to the whites; I wish to call a few witnesses upon this point. First, however, I wish to give a few statistical facts.

It may probably be estimated that there are now on the continent and islands of America, near ten millions of the descendants of the African race, including those of mixed blood in which the negro predominates, viz:

In the United States,	3,500,000
British Colonies,	900,000
Hayti,	700,000
Spanish, French, &c., West Indies,	1,200,000
The free States of South America, which were formerly Spanish Colonies,	1,000,000

Making 9,800,000; of whom between 5 and 6,000,000 are now in a state of slavery.

The ultimate destiny of this mass of human beings, is a matter of deep concern to the civilized world.

Hayti is the only region where they have attempted self-government, and the evident retrograde movement of that community from civilization toward their native state of barbarism, is such as to hold out no hope to the philanthropist, who would desire to see this vast number of the colored race living in a state of independence, civilization and happiness, unconnected with the whites.

This shows an alarming and rapid increase of slaves in the United States since the formation of the Union. And at the same ratio of increase for the next fifty years, which we have witnessed for the past fif-

ty, will give to the country a slave population of 9,000,000, which will be an increase of over 8,000,000 in a century. With these facts and figures before them, it does not surprise me that southern statesmen should be so anxious to obtain an outlet for the surplus into Texas. Even now, it is evident that slave labor is unprofitable in most of the States of the Union, because of the quantity of the products of the planting States annually produced beyond the demand for them. Hence the call for conventions of planters, to agree to prohibit by force the production of an over-supply of cotton, as by the present prices they cannot live—that is in the style of luxury to which they have long been accustomed. All are sensible of the over-supply of cotton; but who ever thinks of the over supply of negroes. Many planters in Mississippi assured me that they did not make five per cent. upon their capital, and I assure you that their land is deteriorating in value more than five per cent. per annum.

ART II.—THE SUGAR CANE.

U. S. MINT, PHILADELPHIA, *August* 13, 1849.

MY DEAR SIR—Inclosed I send you a translation of M. Payen's recent memoir on the sugar cane, made by my friend and assistant, Prof. J. B. Reynolds. M. Payen's microscopical examinations are in themselves interesting: they are important chiefly because they confirm, by an independent method (ocular observation), the composition of the cane established by the chemical labors of others. It may now, I think, be asserted with confidence, that the chemistry of the mature cane and its juice is sufficiently understood for all industrial purposes. Much, however, remains to be done before the changes, both chemical and anatomical, which take place during the development of that plant, under all the varying circumstances of climate, soil, culture, &c., can be determined; and it is only by aid of such knowledge that rational and truly scientific methods of cultivation, manuring, &c., can be attained. M. Payen's memoir is valuable, because it is one of the first in which the physiology of the cane is accurately described, in connection with the chemical nature of its organs and secretions. Of the high reputation of its author, it is unnecessary for me to speak; his knowledge, however, of the sugar industry is intimate and practical, and his name is identified with some of the most valuable improvements which it has received, particularly with that of using bone black for decoloration, &c.

I am, very respectfully, your obt. servant,

PROF. J. D. B. DE BOW. R. S. M'CULLOH.

THE SUGAR CANE.

EXTRACT FROM A MEMOIR ON THE STRUCTURE AND COMPOSITION OF THE SUGAR CANE. BY M. PAYEN: TRANSLATED BY PROF. J. B. REYNOLDS, FROM THE COMPTES RENDUS, TOME XXVIII, MAY 21st, 1849.

IN instituting some experimental researches on the sugar cane, I have proposed to determine, by aid of the microscope, and chemical analysis,

1st. The forms and the composition of the tissues of this plant;

2d. The seat of the secretion of the sugar;

3d. The changes which age brings about in the forms and nature of the different parts of the tissue;

4th. The variations which the proximate principles experience at the same time.

Under this last head, I have been especially occupied with the parts of the stalk which are used in the sugar industry.

The solution of these questions at which I have arrived, will offer some interest, notwithstanding the important labors of which the sugar cane has been the object, on the part of Proust, Derosne, and MM. Plagne, Avequin, Péligot, Dupuy, Hervy, and Casaseca.

If we examine from the surface to the center a section of the stalk, cut perpendicularly to its axis, at the epoch of its maturity, when it has become yellowish, and the leaves have fallen, we remark:

First. A superficial stratum adhering to the epidermis, formed of a kind of wax (*cérosie*) observed by MM. Plagne and Avequin, and studied by M. Dumas.*

Second. The cuticle, with the angular projections corresponding to the knots between the cells.

Third. The thick walls of the epidermic cells: lines of demarkation exist between the external walls of these cells, and their cavities are in free communication, either through a thin membrane or by numerous small canals (*canalicules*) in the thickness of the walls.

Fourth. The cellular tissue, with thinner walls under the epidermis.

Fifth. A cellular tissue with thick walls traversed by small canals.

Sixth. Two circular concentric rows of woody bundles, each surrounding a space filled by various vessels described further on.

These bundles are almost in contact with each other in the first row, and a little less approximated in the second.

Similar bundles are remarked, but gradually less abundant in woody fibres, and more and more separated from each other, up to the axis of the stalk.

None of these tissues which we have just described contain sugar, while they contain, in greater or less proportion, other substances indicated at the end of this memoir.

I have determined the seat of the crystallizable sugar by observing, under the microscope, thin sections of the different tissues of the dry cane. I took the pains to separate previously the detatched particles, by agitating the sections in anhydrous alcohol. This liquid not dissolving the crystallized sugar, we facilitate the observation by introducing it between the *porte objet* and the plate which covers the sections. By the aid of these dispositions, we may discern crystals of sugar more or less voluminous, and appearing similar to those of rock candy, in all the cylindrical cells with thin walls which surround the numerous bundles of woody fibres and vessels, from the axis to the second row of fibres the most woody.†

We remark, that all these cells communicate with each other in the surfaces in contact, by a great number of small openings traversing the double thickness of their lateral walls, which openings are not found in the bottoms representing the two bases of the hollow cylinder or prism which each cell forms.

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* According to M. Avequin, each developed stalk of sugar cane contains, on an average, two grammes of cérosie.

† The specimens which were used in this experiment, were prepared in 1843 in the colonies, by M. Derosne, who dried rapidly in the sun canes cut previously into slices, about one centimetre in thickness.

In ripe canes, all the tissues which we have just indicated, submitted to a washing with pure water and put in contact with iodine, become yellow; sulphuric acid maintains and renders more intense this coloration, disaggregating the cellulose.

But if we remove, by the aid of a solution of one part of caustic soda in ten parts of water, a part of the azotized matter which impregnates the small vessels with thin walls, as well as a portion of the azotized and woody substances with which the saccharíferous cells are injected, we remark then, under the influence of the double reaction (of iodine and acid), several curious phenomena: the small pointed vessels, commencing to disaggregate, present a slight indigo-blue coloration.

The internal part of the sugar cells, the last formed, swelling very rapidly, passes to the state of the particles of cellulose disaggregated to the extent they are found to be in solution of starch. We comprehend, then, how these parts are tinged an intense indigo-blue. The azotized particles which were adhering to this inner layer separate from it, and manifest their presence by the peculiar orange color of the light granular outline which they form parallel to the contour of the inner swollen walls.

The external membranes earlier formed, more strongly aggregated, and more injected, resist this peculiar disaggregation; they swell, however, form wavy folds, and separate in various points from the neighboring adhering cells, preserving the orange-yellow color acquired under the influence of the double chemical reaction.

After washing with pure water, if we add a solution of caustic potassa or soda to a thin slice, we remark that all the parts of the tissue injected with woody substance, are colored yellow, while the small pointed vessels and the cuticle become more translucent and colorless. This difference in the effects of the reagent adds another distinctive character between these small vessels and the rest of the tissue of the cane. It appears to indicate the absence of woody matter in the parts which, under the influence of the caustic alkali, do not take a persistent yellow color.

The color also everywhere disappears, if we follow the alkaline action, at first with a washing in pure water, and then add acetic acid in excess. This acid clears very notably the *microscopic view*.

If we expose to the action of caustic potassa or soda similar thin slices, and render the effect more marked by the aid of concentration to dryness, we observe after a complete washing that the slices have been completely disaggregated. It is the same with the small pointed vessels, which we do not find again in the space which they occupied. All the other parts of the tissue, in becoming disaggregated under the action of iodine and concentrated sulphuric acid, take an indigo-blue color, which characterizes pure cellulose.

In sugar canes less developed, the partial or complete purification of the cellulose from all the tissues is much more prompt, and does not require as powerful reagents. For if we treat under the microscope some very thin slices of the stalk (between the knots of the middle portion) of a green sugar cane, grown only to a third of its development, first with pure water, secondly with a watery alcoholic solution of iodine, thirdly with concentrated sulphuric acid, we remark that the epidermis and the cellular tissue under the epidermis resist and take an

intense orange color; the woody fibres entirely disaggregating, and the large pointed vessels (to the number of two in each one of the vascular bundles) assume and retain an orange-yellow color; the small pointed vessels appear colored a greenish blue, and disaggregate promptly. Finally the sugar cells pass from a yellowish shade to a green, then to an indigo-violet, swelling and breaking up gradually.

I have submitted to the same reagents the lower whitish part (completely enveloped by the sheathing—*engaînantes*—leaves) of a stalk of cane, at an early stage of its growth. In this portion, three centimetres high from one knot to the following one, a section under the microscope showed the fibres destined to become woody, as yet having but little thickness.

An aqueous solution of iodine colored the tissues yellow, with the exception of the small pointed vessels; the addition of a drop of sulphuric acid gave rise, on the whole of the tissues, to one of the most beautiful microscopic appearances; the external hairs, yellowed on their external cuticle and their internal granular membrane, became violet throughout the whole thickness of their swollen walls; the cuticle and the epidermis of the stalk had acquired a deep orange tint, the subjacent cellular tissue was blue throughout all the cells; the same shade colored the small pointed vessels, forming thus a blue cylindrical bundle entirely surrounded with an orange-yellow tissue, to wit: first the large pointed vessels and the fourteen to eighteen tubes adhering to each one of them; secondly the superposed tubes; thirdly the fibres slightly woody. In the middle of the yellow walls of these last, the inner layer of recently formed cellulose was seen, detatching itself in an irregular ring, swollen and blue.

In the younger tissue, above this knot, all the cells present a kind of round or elliptical nucleus of fine azotized tissue, having a diameter equal to nearly a tenth of the diameter of the cell; abundant grains of azotized matter were adhering to all the inner walls. Numerous grains of starch, having about $\frac{5}{1000}$ of a millimetre of diameter. The successive additions of iodine and sulphuric acid tinged the epidermis a deep persistent yellow; all the tubes, vessels and cells, were swollen, assumed a deep violet tint, and separated from each other. Soon the solution became more complete, the blue walls disappeared, exposing to view the isolated brownish yellow epidermis, and all the orange-yellow azotized particles which were adhering to the interior of the destroyed cellular membranes.

The same successive treatments, applied to the thin slices of a lateral shoot, the leaves of which were only developed to thirty centimetres in length, exhibit the epidermis of the leaves and that of the little stalk colored a bright orange-yellow, while all the other elements of the tissues pass rapidly to a violet color, disaggregating themselves.

Finally, in all the stalks and leaves of the shoots recently formed, grains of starch are remarked in great number.

The stalks contain it, especially in the tissues under the epidermis, in the sugar cellular tissues, all around the vascular bundles.

The leaves also present abundant secretions of starch around the vessels of the nerves, in the resisting cellular tissues which envelop these nerves, and extend from one of the faces of the leaf to the other.

These remarkable differences in the nature and distribution of the proximate principles, the much less thickness of the walls of the cells, fibers, &c., and the much less abundant injection of woody matters in the younger tissues, seem to indicate that the differences of the same order would manifest themselves, when the proximate composition of the incompletely developed stalks should be compared with that of the stalks which approach to maturity.

The results of the comparative analyses have effectually exhibited these differences. They help to explain the difficulties, already well proved by the practice of sugar refineries, which the treatment of canes cut before being ripe present.

They show, besides, that it would be useful to separate the suckers, or developed shoots, which remain adhering to the workable stalks, and perhaps even the younger extremities of these stalks, near the terminal part called the arrow (*flèche*), which is always separated.

We see likewise, by casting the eye over the comparative analyses, that the composition of the sugar canes is more complex than was supposed.

PROXIMATE COMPOSITION OF SUGAR CANES.

Ripe Otaheite Cane.		Cane at one-third of its Growth.	
Water,	71.04	Water,	79.70
Sugar, (1)	18.02	Sugar,	9.06
Cellulose and woody matter, (2).	9.56	Cellulose and incrusting woody matter,	7.03
Albumen, and three other azotized matters, (3)	0.55	Albumen and three other azotized substances, (6)	1.17
Cérosie, green matter, yellow coloring substance, matters colorable brown and carmine red, fatty substances, essential oil, aromatic matter, deliquescent matter (4)	0.35	Amidon, cerosie, green matter, yellow coloring substance, matters colorable brown and carmine red,	1.09
Insoluble salts, 0.12; and soluble, 0.16: phosphates of lime and magnesia; (5) alumina, sulphate and oxalate of lime, acetates and malates of lime, potassa and soda; sulphate of potassa, chloride of potassium and sodium,	0.28	Fatty and aromatic matters, hygroscopic substance, essential oil, soluble and insoluble salts, silica, alumina,	1.95
Silica,	1.20		
	100.00		100.00

1. By admitting that glucose and liquid sugar do not pre-exist, we comprehend their habitual presence in small proportions, by reason of the alterations at all the points where the tissues are torn or cut at the moment of the gathering of the canes.

2. The relative quantities of tissue vary according as the *knots* (which contain the closest and most resisting tissue) are more or less approached to each other.

3. This quantity agrees with the elementary analysis, which gave for 2297 milligrammes of dry substance, seven cubic centimetres of azote; T=15°, P=75.54 volumes at 0°=6.47 cubic centimetres; weight=0.02145 of azotized matters in the dried cane, or 0.0055 in the cane in the normal state.

4. Substance which (MM. Plagne and Hervy) has the property of transforming, in the juice, the sugar into a viscous and insipid matter, and to oppose alcoholic fermentation; a cold filtration through bone-black eliminates this organic deliquescent substance.

5. The juice of the cane contains some biphosphate of lime, and phosphate of magnesia, for the addition of a slight excess of ammonia gives a crystalline precipitate of the double phosphate of ammonia and magnesia, besides a floculent

precipitate, which collected and treated by sulphuric acid, gives sulphate and biphosphate of lime. Under the double influence of the air and ammonia, the juice is gradually colored brown.

6. The total weight of these four azotized matters is deduced from the ultimate analysis which gave, for 2240 milligrammes of dried substance, 17.25 cubic centimetres, P=75.25, T plus 13 our 0.009 of azote by weight=5.85 per cent. of azotized matter in the dry state, equal 1.17 per cent. for the nominal state.

We see that the green cane analyzed contains one-half less sugar, about thirty per cent. less of tissue, and three times as much organic substances and salts, as the ripe cane. Some analogous differences would explain without doubt, by reason of the obstacles which various organic matters and salts oppose to the crystallization of the sugar, the impossibility of extracting cane sugar economically in countries where, for want of a sufficient temperature, this plant cannot acquire a normal maturity.

The knots of the sugar cane are formed of a close tissue, in which the woody fibres of the thick walls predominate, where all the cells present relatively to their greater thickness, smaller cavities; where likewise the sacchariferous cells are smaller and less numerous. We comprehend, then, how the quantities of sugar which are found in them are reduced nearly one-half, or in the ratio of eighteen to ten hundredths—a result which M. Péligot has proved by the chemical analysis of ripe canes, and the exactness of which I have been able to verify.*

We cannot be astonished with another fact, which appears singular at first sight; it is, that the knots contain as much water as the whole of the tissues of the entire stalk. The reason is, that the more considerable proportion of cellulose and incrusting woody substance in certain parts, is compensated by a less proportion of sugar in the other parts of these joints. We cannot, however, give a complete idea of the peculiar composition of the knots of the sugar cane, without adding that the solutions which are extracted from them contain, relatively to the sugar, more foreign matter than is found in the juice extracted from the cane between the knots. It could not be otherwise; since the liquids, contained in the tissues deprived of the peculiar sacchariferous cells, having little or no sugar, contain the greater part of the foreign substances in the sugar, the presence of which is shown by analysis.

In terminating this memoir, I wish to say a word on the economical question of the production of sugar in the colonies.

This question which at the present moment occupies the public attention, seems to me to have received, on the part of science and industry, all the elements of a rational solution; nothing more is required than to apply certain theoretical and practical ideas.

The following are the principal conditions which, in my opinion, it would be indispensable to fulfill. In the first place, and in order to define them in a general manner, I will say that it would be necessary to obtain a means of working which would not be too expensive, and which would assure the best possible recompense to *free* labor.

Which would be arrived at by bringing to the aid of men all the

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* The knots become more woody still, whenever they develop laterally at the exterior a shoot or radicle; for we find then, in the corresponding internal parts of the knot, a mass of tissue strongly incrusted with woody matter.

forces which the agricultural, mechanical and chemical sciences of the day offer; especially by the following means:

In all that concerns *cultivation*, to collect with care and scatter over the land all the disposable mineral manures of each plantation, the ashes of the begassa, the *cal* of the boilers; and to add to them alkaline or calcareous compounds, of a nature to replace those of which the soil has been deprived.

To utilize all the residues from the manufacture; the molasses and scum, for the nourishment of animals, in order to return to the soil, with the animal excrements, the greater part of the substances which vegetation draws from it.

To apply the different pulverulent residues, arising from the revivification of bone-black, ashes and dried marl and earth, to the absorption, drying and preservation of the animal manures, in order to spread them under less bulk and weight.

To complete the organic nourishment of the plants by means of manures rich in azotized substances: dried blood and flesh, the residues of fisheries, spoiled codfish, &c.

To avoid the employment of manures capable of adding an excess of different salts beyond the proportions useful for the development of the canes.

We shall understand the importance of these improvements which ought to sustain or increase the fertility of the soil, by reflecting that the same lands, according to their state of fertility or exhaustion, have produced annually 7000 kilogrammes of sugar per hectare—a production which has been gradually reduced to 2000 kilogrammes. If it is thought that the labor has become too expensive, in this latter case with the exhausted soil, it would be economical at a double price, on the same land at the time of its greatest fertility

MANUFACTURE.—In the first rank, it is necessary to place the means of extracting a greater quantity of juice, to carry this quantity from fifty to sixty per cent., which is obtained, to seventy-five or eighty, which could be obtained. The use of a second mill, with the injection of vapor or streams of boiling water, would give this result, according to practical experiments made in the colonies by M. Derosne, which we concerted together. In all cases, the most necessary condition of success would be to avoid all delay in the operations, to accelerate even the extraction of the juice, and the elevation of the temperature above the point where fermentation can take place.

We should obtain a very desirable rapidity also in the evaporations, by using the evaporating apparatus perfected in France, and applied with success in the manufactories of beet sugar (especially those of MM. Derosne & Caïl, Pecqueur, Gaspard, Tamisier, Claës, &c). Perhaps it would be well, in order to render the general introduction into the colonies rapid, to carry there, in the first place, the most simple and least costly apparatus.

The rapid extraction of the juice and evaporation are, it is true, subordinate to the resources of fuel in certain localities, which cannot receive importations of coal, and have no other combustible than begassa.

It would be very useful to render general the use of bone-black, and the processes of revivification, in order to obtain purer and more abun-

dant products of crystallized sugar, and to be able to render profitable a greater mass of the useful residues as manures.

The new processes of methodical purification and rapid drainage by centrifugal force; finally, the drying of crystallized sugars, offer a useful complement to the improvements which may be realized in our colonial industry; they will allow an increase of the real value of the products, and a diminution of the cost of packing and transportation; they will avoid, finally, the alterations which fermentations in impure and moist sugars occasion while *in transitu*.

It is evident, likewise, that administrative measures of a nature to encourage the production of the purest sugar, would be useful in reference to the impost, applicable from that time to a greater and more stable value; they would have the effect of hastening the progress of metropolitan and colonial industry, of soon rendering the production more economical, and of developing the consumption of sugar, as yet behindhand with us.

The principles on which all these improvements rest, appear to me incontestible. Their application would demand, without doubt, serious studies in each one of the localities which would present peculiar circumstances; but a similar study, undertaken by competent men, would be neither very long nor difficult at the present day.

ART. III.—MISSISSIPPI VALLEY.

WATER-METER.

As CONNECTED with the permanent improvement and thorough understanding of the river Mississippi, the water-meter is an object of the first importance.

The water-meter consists generally of a rod of wood or a bar of iron, placed in a permanent situation, where it can be perfectly secure. Intended to show the height of a river's surface, it must be so divided or marked into feet and inches, as to be seen distinctly and read easily, as it should be observed and noted every day, and as nearly as possible at the same hour on each.

The water-meter should count upward, and the cypher-point be placed at least two feet below the common low water mark, so that even at the lowest stage of the river we may still count up. This placing of the cypher-point is the more advisable, as the surface of a river is often lowered by the correction of its course.

The date, and even the hour, of these observations should be recorded, for such tables will show the changes which have taken place in the height of the surface at a high or low state of the river: whether these changes have been occasioned by a correction of its course, or by the diminution of the quantity of water which the river discharges in a certain time. Without such observations, carefully noted during a number of years, we cannot correctly judge of the variations in quantity of water which is discharged from any river.

In Egypt this plan was adopted centuries ago, and continues in use at the present time. At Syene, at Memphis, etc., on the Nile, there are

regular columns of stone placed in the river, and provided with a scale, from which the rise and fall of the river is observed and recorded by persons employed for that purpose. These are commonly called Nile-meters, and from them it has been calculated that the deposits which have elevated the valley of the Nile, form a layer of upward of four inches in a hundred years. In Europe similar tables have been kept, on the Elbe since 1831, on the Rhine since 1771, and on the Oder since 1781. From all these we may fairly infer the utility and even necessity of such observations for the general good of the country. The past is a safe teacher of the future.

As far back as 1818, I strongly urged the erection of water-meters in the Mississippi valley: and when building the pump-house of the Cincinnati Water Works, I placed one of them upon its wall and had a cross cut into a stone of the building, some feet above the cipher-point, that in case of accident it might be replaced at the exact same height.

Observations of the height of the river's surface are of the greatest importance, for no kind of work upon it can be properly constructed without due consideration of its rise and fall. By these we estimate the height of the levee, the depth of the bed, and the required elevation of works for regulating the course of a river. By comparing the observations made at different points, we become acquainted with the peculiarities and the effects which lateral streams produce on the main river. The different rises of the several points show what influence the bed and the valley have, and place us often in a situation to guess the cause of an existing evil. In fact the hydrotect who has charge of any works for the correction of a river must be guided by observations on the rise and fall of its surface. They not only serve to show whether the waters remain unchanged; or how far they have become higher or lower; but they tell, also, the progress of the flood, or in what time it passes from any one place to another.

The great importance of having proper water-meters along the course of the Mississippi, as well as lateral rivers, or tributaries, is as obvious as it is that to make them truly valuable the utmost care must be observed in keeping their records accurately. The observations made at the same hour, daily, and recorded by persons employed by the Government, should be regularly transmitted in copy to the proper officer and by him recorded, and duly preserved, in the State papers.

It surely would be in the province of every governor of a State to bring this subject before the respective legislatures, so as to have these water-meters erected along the course of all principal rivers, in such places where they would not be subject to injury; and principally where no accumulations take place that might require the removal of both, as neglect or carelessness may thereby derange all former observations. And let it not be supposed that a painted wharf-post or a marked tree can ever be adequate to the object in view, for both are constantly perishing and hourly liable to removal. That only, which, like the Egyptian's column, is permanent, can insure us certainty.

ALBERT STEIN.

Mobile, August, 1849.

ART. IV.—PUBLIC IMPROVEMENTS OF CHARLESTON.—Part 2.

1. FACTORIES.

My last closed with a passing reference to the condition of the industrial arts in Charleston. The establishment of the Mechanics' Institute has drawn public attention more directly to the importance of fostering all enterprises by which the cause of home industry may be promoted. We have energy and capital among us, sufficient to place us on a respectable footing in this comparatively new line of effort. Serious barriers, however, still remain to clog and discourage the public spirit of those who have entered upon the task. Many object (and it is perhaps the most weighty objection that can be urged) to the increase of factories, on account of the encourgement they afford for the influx of that description of population, from the evils of which we have been so far exempt; while in the northern cities it furnishes prolific material for mobs and rowdyism, as the records of the times abundantly prove. Others continue skeptical as to our ability to compete with our neighbors in manufacturing, on account of our inferior facilities, and not a few consider the interests of agriculture and manufactures as inevitably opposed. But I am sure the prejudices of a portion of the people must have been, by this time, in a great measure removed by what has already been realized here. The Charleston cotton factory (located in Hampstead), has been in operation about two years: its capital is $100,000. At the late fair of the State Agricultural Society, held at Chester, the premium (a silver medal) was awarded to this Company for *the best specimen* of goods exhibited on that occasion. The agent is our fellow-citizen, James H. Taylor, esq., whose active exertions, as well as sound and sensible writings on the subject of manufacturing, have been usefully directed to its advancement. There has lately been recorded at the agency, for sale, several hundred cases of handsome garment prints, new styles and neat patterns; $\frac{4}{4}$ and $\frac{7}{8}$ brown shirtings; extra heavy shop twine; batting, etc. The factory is worked by white operatives and conducted with great discipline, order and decorum. Its situation is very beautiful, on the summit of a rising ground, in a retired, rural spot, surrounded by green lawns and tasteful gardens and overlooking the broad expanse of Cooper river, which laves the eastern side of the city and suburbs. There are several churches and schools immediately adjacent.

This establishment is destined to attain a height of prosperity far exceeding the most sanguine expectations of its projectors.

The SUGAR REFINERY in Anson street, is in active operation. The buildings have been much improved and enlarged.

Messrs. B. F. Smith & Co., are the proprietors of the *South Carolina Turpentine Distillery*. They manufacture the finest soap resins. Their spirits of turpentine is prepared by a patent process of their own. It had the preference over all others in every market to which it was shipped last season. A thriving business has been carried on by these gentlemen during the past year. The growing interest in the manufacture of turpentine, which prevails throughout our State, has induced many of our planters and others to embark in its prosecution. The

results of experiments made by various gentlemen from North Carolina, who have examined the pine forests of South Carolina and Georgia, prove, that no region of the world offers greater inducements to engage in the business, than the pine lands of these two States. One writer says, the yield, both in respect to quantity and quality, is equal to any thing he has ever seen in North Carolina. Besides this, the proximity of these lands to navigable streams and railroads, connecting with seaport markets, where the article will always command remunerating prices, will afford easy facilities to our planters, and open to them a new avenue of industry, which will in time add greatly to the growth and prosperity of the State.

2. WHITE POINT BATTERY.

Our fashionable summer evening promenade has been undergoing some transformation. A sea wall is in progress around its entire southern boundary. It is proposed to substitute for the present inconvenient flooring, a paved walk, thirty feet in width and more than five hundred feet long. Col. E. B. White, a native architect of skill and long experience, superintends the erection of the wall, which is of *concrete*, a material better adapted for the purpose than granite or brick, more durable and economical, and capable of greater resistance to the action of salt water and the atmosphere. It has been extensively used by Captain Bowman, the engineer, in charge of the harbor fortifications, and forms a portion of the much admired work of Fort Sumpter, the noble structure near Sullivan's Island, now rapidly approaching its completion. The concrete is composed of shell, gravel, cement and lime putty. While in progress and hardening, the materials are protected by a casing of planks, within which the mass is rammed firmly and secured from exposure, until it becomes well indurated. The wall is six feet wide at the base and two feet at the top.

There are few more attractive places of resort furnished by our large cities, than this invigorating summer retreat. On moonlight evenings it is a scene of life and animation. Music, refreshments, parties of pleasure, steamboat excursions, fireworks and sometimes boat races, are all elements in the grand mass of social enjoyment and recreation. Council deserve the thanks of all of us for the energy and zeal they have displayed in promoting these sources of comfort to their constituents.

3. CITADEL FORTIFICATIONS.

By an act passed 20th December 1842, the arsenal at Columbia and the citadel and magazine at Charleston, were converted into military schools. The board of visiters consists of the governor of the State and five others appointed by him, for the establishment of such regulations as are necessary for the strict military organization of the institution. Young men obtain here a sound, useful and practical education, which fits them for the active duties of life, as well as the science of military tactics. The military discipline to which they become habituated, confirms them in habits of subordination and regularity, while it ministers to their physical development and enables them to endure privation and exposure. Thus we have united two of the most indispensable elements of a thorough useful education—physical and intellectual. In point of morals, this body of young men will compare favorably and enviably

with those of any institution of learning in the Union or in the world. The number of cadets has so greatly increased as to render the enlargement of the buildings, so as to provide more extensive accommodation, indispensable. With this view, arrangements have been already entered into, and the busy hum of improvement is to be daily heard upon the premises. The main building is to be raised a story higher, making three stories, and will be finished in a very handsome and appropriate style; nothing gaudy or "ginger-bread" work, but stately, imposing, and strictly architectural—such as best becomes a castellated fortification—combining neatness with facility of accommodation. In front of the citadel is a spacious public square, which laid out in grass plots, or planted in trees, would form a beautiful contrast, and relieve the present barren and unattractive appearance of the premises, without affecting its usefulness as a parade or encampment ground.

4. RAILROAD DEPOT AND WORKSHOPS.

In consequence of the increasing business of the South Carolina Railroad, arrangements have been made for the construction of more commodious buildings and workshops, to supply the place of the present limited establishment. The plan combines utility and chasteness of design. The space occupied for delivery and storage of merchandize has been enlarged, and the accommodations for passengers and the business offices of the company materially improved. The builders have been for some time at work, and it is expected that the entire structure will be completed previous to the return of the busy season.

A happy combination of the substantial and ornamental, imparts to the whole structure an imposing effect. The architect is Mr. Edward C. Jones, a young native Charlestonian, who, to a natural taste for his profession, adds fixed habits of industrious study, and some practical experience.

5. STEAMBOAT LINES.

Lines of steamers run regularly between Charleston and the ports of New York, Philadelphia, Baltimore, Wilmington and Havanna. Boats of a smaller class are in operation between Savannah, Cheraw and Georgetown. Several new and handsome steamers are in course of construction for these lines. The Osprey (between here and Philadelphia) is a side paddle-wheel steamship, built of white oak, copper-fastened, excellent model and unusual speed. Her engines are of the pattern of Todd and McGregor, extensively used between England and Germany, substantially supported upon heavy kelsons and capable of driving the ship in all weathers. Her cabin is tastefully arranged for the comfort of passengers, airy and spacious, two berths in each state-room. With the elegant accommodations, speed and regularity of the New York boats, the Northerner and Southerner, we are all well acquainted.

The steamship Republic is in course of building, in Baltimore, to run between that city and Charleston. She is two hundred feet long, thirty feet beam and eighteen feet depth of hold, two oscillating engines of two-hundred and fifty horse power, bark-rigged; to run fourteen miles per hour. She will accommodate one hundred and fifty passengers with state-rooms and berths, fitted up in elegant style. Messrs.

Murray & Hazelhurst are the builders, and Capt. Hobbs the commander. [There will then be a daily line of steamships to northern ports.—Ed.]

Marsh & Son, of this place, are building a new steamer for the Pee-Dee trade; one-hundred and thirty-two feet in length, thirty feet beam and eight feet hold; draft 5 feet with 1,500 bales of cotton on board. She will have two engines of 175 horse power, and to be built of the very best materials.

By an ordinance of the city, all steam vessels plying within the harbor, are required to be provided with effectual and suitable spark-arresters, attached to their smoke-stocks, or chimneys, on penalty of one-hundred dollars for neglect; the construction and fitting up of the same to be approved by council, and to be renewed, repaired or altered by their direction, as circumstances may demand.

The commanders of these vessels are able, energetic and skillful in their profession. We never hear of accidents of any moment occurring under their management; and as to the boats which ply about the harbor and rivers in our vicinity, I cannot call to mind a single instance of carelessness or incompetency, although the island and ferry boats are running in all weathers and seasons, almost every hour in the day. It will be acknowledged, then, without hesitation, that we are, in this respect, much more favored than our brethren traveling on the western waters.

6. PENNY-POST.

The penny-post, established by authority of the Post Office department, works well. We can now have our letters conveyed to any portion of the city or Neck, by depositing them at the various branch offices, at two cents per letter, the rates prescribed by Congress. The want of such a system has long been seriously felt in this community, and in proportion as the upper part of the city continues to increase in population, it will become more and more a public benefit. Dr. John H. Honour is the superintendent. His success has so far exceeded the expectations of his friends, and deservedly rewarded his industry and public spirit.

7. NEW PUBLIC AND PRIVATE EDIFICES.

It is not only in great public works that a new impetus has been given to the department of labor. Private munificence has erected and aided in the completion or advancement of many elegant and substantial edifices, which adorn various portions of the city and Neck. We have no less than seven churches, either recently completed or in progress, or in process of enlargement. St. Philip's Church (Episcopal), through the liberality of a wealthy and benevolent donor, has been furnished with a clock and chime of bells, altogether rare and novel in construction, which are to occupy a portion of the lofty steeple now towering to a considerable height. The steeple will be, when finished, two-hundred and ten feet in height (twenty feet higher than St. Michael's). It is now quite a conspicuous object on entering the harbor. Grace Church, Wentworth street, built after the Gothic style of architecture, has been, for nearly a year past, open for public worship. Its steeple is yet in course of erection. The Third Presbyterian Church, Meeting street, presents an imposing front, with its massive columns, and will be completed in a few months. Calvary Church (Episcopal), Beaufain street, is completed, with the exception of a small portion of the inside

work. The Glebe street Presbyterian Church has been recently finished entire. The Second Presbyterian and English Lutheran churches have been lately replastered and materially improved in appearance.

We are well supplied with hotels and private boarding houses. The CHARLESTON HOTEL has been lately handsomely fitted up, with new furniture; and also STUARTS & LEE'S, in Broad street. Besides these, we have the PAVILION, in charge of Mr. H. L. Butterfield, the sole proprietor; the old "PLANTERS'," on Church street; the "AMERICAN," at the corner of George and King streets, which has been greatly improved in architectural beauty, and well conducted, by Col. D. Hoke, from North Carolina; THE MERCHANTS', kept on *strict Temperance principles*, by our worthy and deserving fellow-citizen Thos. Steen, Esq.; the "VICTORIA," in the "Range," between Market and Princess streets; the MANSION HOUSE, by Mrs. Davis, corner of Meeting and Queen streets. All these establishments have been newly fitted up or added to within the last year, and rendered comfortable for the accommodation of persons visiting our city.

The Sons of Temperance have procured and handsomely furnished a new Hall, on Wentworth street, for the weekly meetings of the order. The hall of the Apprentices' Library Society has been improved and lighted with gas. Another hall for the Odd Fellows is in preparation, at the corner of King and Liberty streets, to be finished in the latest style of architecture, under the direction of Col. E. B. White, a practical architect of considerable experience. An important addition is to be made to the steeple of that elegrant structure, the Military Hall, Wentworth street, by placing in it the large alarm fire bell, ordered by the council, for that portion of the city. St. Andrew's Hall, which has always been the popular assembly room for balls, concerts, parties, etc., has been ornamented with three elegant chandeliers with gas burners, in the large hall, and additional lights in the side rooms.

W. T. Potter, Esq., one of our public spirited citizens, has recently erected, just beyond the limits of the city proper, a Market and Ice House, for the accommodation of the residents of the Neck and upper part of the city, which it is thought will be a very profitable investment to the proprietor, as well as a great convenience to the public.

These are a few of the many improvements in progress or contemplation in our little city, and I am making no vain boast, Mr. Editor, in saying, that old Charleston, is guiltless of many of the aspersions with which her cotemporaries appear to take delight in branding her. In many important particulars she is, I acknowledge, far behind the age. But I think a new era is at last about to dawn upon her; slowly, but surely. Her railroads, steamships, magnetic telegraphs, gas works, cotton factories, sugar refineries and other improvements in the arts of industry, of which I have now endeavored to give you a lame and imperfect sketch, fully entitle her at least to combat the charge of Rip Van Winkle-ism.

Of her remarkable exemption from disease, mobs, et id omne genus, I will say nothing here, having already exhausted that branch of the subject, to the satisfaction of every unprejudiced mind. So, with my best regards to yourself and the few of your readers who have had the patience to follow me through, I leave her cause in your hands.

ART. V.—A SYSTEM OF INTERNAL IMPROVEMENT FOR THE WEST.

[We take the following from that excellent periodical published at St. Louis, the *Western Journal*, edited by Messrs. Tarver & Risk. The paper is interesting in the whole valley, which we here extract.—Ed.]

In a country long inhabited, where the soil has been reduced to cultivation, the mineral resources ascertained and developed, and great commercial and manufacturing cities established, it requires but little intelligence or foresight to project and locate a system of internal improvement. In such a country, the utility or profits of a canal or railway may be calculated with as much certainty as any of the more common transactions of business. But in one like the United States, and more especially that part West of the Alleghany mountains, where but a small portion of the soil has been reduced to cultivation, and immense regions remain totally uninhabited—where the mineral wealth remains unexplored, and even the capacity of the rivers for navigation not well known—it requires much reflection and forecast to project a system of improvement that will be suited to the wants and demands of the country, when more generally settled and its resources more fully developed.

We must first project a system of commerce corresponding to the physical geography, climate, mineral resources, soil and vegetable productions of a given region; and, also, to its relative location in regard to other countries, before we can arrive at correct conclusions in reference to a system of internal improvement. For, roads and canals being designed as the agents of commerce, should be so located as to conform to its laws and facilitate its operations.

To enable us to comprehend the philosophy of commerce, we must consider it as one of the great agents of civilization, designed to establish social intercourse and sympathy between the inhabitants of every part of the earth; to the end, that one great principle of moral and social action may everywhere prevail. To enforce this design the products of the tropics were made to differ materially from those of colder climates; while the convenience and comforts of the inhabitants of these respective regions were made each to depend, in a great measure, upon the enjoyment of the products of the other.

Owing to this provision in the economy of nature, the products of the South seek a market in the North, while those of the North go South for consumption. But, as the products of the extremes find a market also in the central region, this is indicated as the natural and most convenient place for all parties to meet and exchange their commodities. Hence, the natural and prevailing currents of commerce flow from the extremes of North and South toward the center, and again outward, distributing to each region the kind and quantity of commodities required for their consumption. This is the first great principle to be observed in a system of commerce; but owing to the irregular distribution of the minerals, soils, and waters, this principle is subject to many modifications, which diversify and give to certain branches of commerce every possible direction; yet these are but tributaries of the main current, and when united with it, conform to its laws.

In Asia and Europe, the nature of the social institutions, and the great

number of nations differing from each other in their laws, genius, and habits, have tended to countervail and thwart this primary principle of commerce; and it is partly owing to these causes that civilization has been so long confined to the more temperate regions.

Among the many advantages which the inhabitants of the Valley of the Mississippi enjoy, there is, perhaps, none more important than that which arises from the fact that an entire natural division of the continent, extending through twenty degrees of latitude, with its system of water courses, from their sources to their final outlet to the ocean, is under the control of one government, inhabited by the same race, speaking one language and professing one religion.

When we contemplate a map of this region, it appears plainly, that nature has delineated the outlines of a system of improvement, conforming to the principles of commerce which we have endeavored to illustrate; but she has left the details to be filled up and carried out by the intelligence, enterprise, and industry of its inhabitants.

The Mississippi river, running from North to South, divides the valley into parts nearly equal, and constitutes the great commercial thoroughfare of this region; and should be regarded as the basis of a general system of internal improvement for the whole West, if not, indeed, for the entire Union. On this river, and within the central region, will be located the great commercial city of the valley—the place of exchange between the North and the South—the center of a great system of internal improvement, as well as of commerce.

But in a region so extensive and so abundant in all the elements of wealth, there must be many great commercial cities, each having their own scheme of internal improvement; but still connected with and constituting a part of, the general system. Cincinnati, for instance, has already projected a system of improvement of her own, and with a forecast and enterprise uparalleled in commercial history, has made rapid strides toward its completion. But she does not deem her system complete, without a connection by railroad with the Mississippi, at St. Louis; for this will bring her into full and complete communication with the great system of the valley. She is becoming a great producer, and it is her true policy to extend the facilities of distributing her products. When these arrive at St. Louis, they are then at the center of the great commercial system, and may be thence distributed throughout its remotest range, to every point where a market can be found. In like manner, a great commercial city will, in time, grow up near our western border, on the Missouri river. This must also have its own system of improvement; but still constitute a portion of the general system, by a connection with the Mississippi river. The principal towns and cities on the Mississippi will also project systems of their own, calculated to accommodate the country around them; for, in a region so extensive as this, if it were even practicable, it would not be good economy to locate every work so as to lead directly to the center.

It is not a little remarkable, that all the principal cities on the Atlantic coast, when projecting systems of internal improvement adapted to their respective locations, should have aimed to connect their commerce with that of the Mississippi river; and if we trace their routes as prescribed on the map, we shall discover that they all converge to a point in

the central region. The railway from Charleston, in South Carolina, uniting with that from Savannah, in Georgia, will be completed, in a few years, to Nashville, in Tennessee, opening a communication with the Mississippi through the navigation of the Cumberland and Ohio rivers. But it is obvious that this line of railroad will not stop at Nashville; for she will have a system of her own to build up, and will aim to connect with the Ohio river near the mouth of the Wabash, so as to be brought in a more direct communication with the East, and the lakes of the North. This point being reached, the importance of a connection with a road from St. Louis to Louisville, or Cincinnati, will appear so obvious and important, that this short section will doubtless be completed, and thus Charleston and Savannah will be connected, by means of a railway, with the great western system at St. Louis. Again: the road from St. Louis to Louisville, Ky., connects with the system of that city, and the improvements now contemplated in Kentucky, uniting with the road from Richmond, Virginia, to the Ohio river, will open a continuous line from Richmond, also, to St. Louis. This is likewise the natural terminus of the lines of improvement from Baltimore and Philadelphia, the former pursuing the valley of the Ohio, and the latter traversing the central region between the Ohio river and the lakes. It will not be long before New York and Boston will be connected by a line of railroad with the Mississippi, at Galena; but it is quite certain that these great cities will not be content to confine their operations to the North, and give to Philadelphia and Batimore full possession of the great central region. A line of railway from the Western end of Lake Erie to St. Louis or Alton, will let them into the heart of the country, and no work in the valley would, perhaps, be more profitable to the stockholders. If the line of railway now in contemplation from Alton to Springfield should be completed, it will, doubtless, be extended sooner or later, so as to intersect with the Michigan road from Detroit to Chicago; and the Michigan and Illinois Canal may also be regarded as another branch of the same system. Again: the railway in contemplation from Mobile to the mouth of the Ohio river, will connect the waters of Mobile Bay and the intermediate country with the commercial system of the valley of the Mississippi as completely as though the road were continued to St. Louis.

Should all these works be completed, one who was a stranger to their history, would very naturally conclude that they had been projected by the people of St. Louis, and designed for her especial benefit; and would be astonished to learn that the inhabitants of this place had no hand in the matter, but that each project was conceived and carried out mainly by those residing at the extreme ends of the respective lines, and without concert with each other.

But we have digressed somewhat from our subject. We set out with the intention of saying something in regard to a system of improvement for our own State—a subject about which much can be said, but toward the consummation whereof we fear little can be done for many years yet to come. We are the advocates of every improvement that can in any way promote the development of our vast resources; but we must not permit our zeal to beguile us into the advocacy of impracticable or unprofitable schemes. In this age of steam and magnetism, few indi-

viduals can limit their views of internal improvement to any thing short of a railway; this is quite natural, but it may well be questioned whether a railway can be constructed between any two points in Missouri with a fair prospect of reasonable profits to the stockholders, for many years to come. There is at present no point in the interior of sufficient commercial importance to afford a fair business to an extensive railway, and the country is not sufficiently settled in any direction, except, perhaps, near the Missouri river, to afford much business on or near the line between any two given points. It is probable, however, that the business of the western counties in the region of the Missouri river, would sustain a road from there to some point on the Mississippi, were it not that boats on the Missouri would still continue to carry a large portion of the freight; but it is quite certain that during the season of high water in the Missouri, a railway could not compete successfully with the river navigation. None can doubt the advantages of such a work to the country, but we apprehend that few would be found willing to invest their money in stock without a reasonable prospect of fair dividends.

The most plausible route for a railroad in Missouri, in our opinion, is on the line between St. Louis and the Iron Mountain. The demand for iron at St. Louis, would, in all probability, be sufficient to support this road; and the material is doubtless sufficient in quantity to supply any demand for centuries to come; and were a railway constructed between these two points, it would probably stimulate the production of iron to an extent sufficient to afford a fair business on the road within a short time after its completion. If, when the proper estimates shall be made, it should be ascertained that such a result could be relied on, no other enterprise that could be projected at an equal expense would tend so much to increase the wealth of the State. The line traverses a country more abundant in mineral wealth than perhaps any other of the same extent east of the Rocky Mountains; and besides iron, lead, and copper—granite, marble, timber, and fuel would constitute considerable items of transportation; while all the profits arising from these latter articles may be regarded as a clear gain to the wealth of the country.

Where transportation cannot be obtained by water, railways are to be preferred for the transportation of all heavy mineral products, building material and fuel, wherever it is necessary to move these commodities beyond the distance of a day's drive with a common team; for, inasmuch as those who are engaged in producing and preparing these commodities for market do not produce stock and grain, the cost of transportation, whether with their own or by the teams of others, is so much to be added to the cost of producing the article; and whether it materially affects the profits of the producer or not, it must, in the end, be paid by the consumer; and it is to be observed, that the same principle enters into the transportation of all commodities, after they have passed from the hands of the producers. But in a country where agricultural labor and agricultural products are redundant, it is the true policy of the farmer to use his own teams in the transportation of his products, although he may not gain in money quite as much by the operation as would be esteemed a fair price *per diem* for his teams and drivers; but there is a limit, of course, beyond which this policy cannot be carried with profit. Few farmers, under the most perfect system of railroad

or canal improvement, can dispense altogether with the use of their teams; and, therefore, the great point to be aimed at, is to extend, as far as practicable, the distance that these teams can be made profitable in transporting their crops. This is the principle which enters into the economy of constructing macadamized and plank roads; for any improvement that enables the farmer to increase the load or rate of travel, is so much directly gained to him, and indirectly to the community.

If the rivers of the State of Missouri were improved by dams and locks, so as to afford slack water navigation as far as practicable, there would exist no great necessity for railways; for such improvements in connection with macadamized or plank roads, would afford the means of transportation to every part of the State. This is a system strongly indicated by the geography of the country, and is, in our opinion, better calculated to promote the agricultural interest than any other that could be devised with a reasonable prospect of being carried into effect. Such a system could be carried out with our own labor, and without the use of any foreign material. These are important considerations; for, by furnishing all the appliances necessary to the consummation of the system, we should avoid that state of pecuniary embarrassment which has almost everywhere attended the construction of extensive railways.

The subject of plank roads is exciting a good deal of attention in some parts of the Union, and the opinion seems to be rapidly gaining ground that they are in all respects better than macadamized roads; and preferable in an economical point of view to railways, for short distances, except, perhaps, over great thoroughfares of traveling, and between points that furnish constant and large supplies of freight. In timbered districts they can be made for perhaps less than one-half the cost of macadamized roads, and do not require as much to keep them in repair. In the State of New York, where they have tested every mode of improvement for the transportation of both freight and passengers, plank roads are rapidly growing into favor. We copy from the Lexington Express the following article, which that paper credits to the Utica (N. Y.) Herald, for the purpose of showing the favorable opinion entertained of plank roads in that part of the country:

Success of Plank Roads.—The people of this section are now reaping the benefit of the Plank Roads. We have now extending from this city four distinct lines of plank roads—one extending to Boonville, on the north, a distance of thirty-two miles; one to Bridgewater, about 20 miles to the south, and soon to be extended twenty miles further; another to Waterville, twenty miles southwest and to be extended fifteen miles more to Hamilton, and the fourth extending westward to Rome, sixteen miles, and forming, by junction with others at Rome, an uninterrupted plank road communication with the nothern parts of Oneida and Lewis counties, and Lake Ontario and Salmon river, in Oswego county. There are also several direct and lateral extensions of this line now in progress and in contemplation, which, when completed, will link the extreme southern counties of the State, and open an easy and rapid communication between sections which have hitherto enjoyed but little intercourse with each other. All the plank roads that have been put into operation in this State are doing a prosperous and profitable business. The roads in this section are all reaping a rich harvest of toll. We mentioned a few days ago that the Rome and Oswego road had divided six per cent. on the profits of the last six months. We learn that, after paying this dividend, one-third of the tolls have been invested as a sinking

fund, thus making the earnings of the road during the half year about nine per cent. on the capital stock. The entire cost of the road was about eighty-five thousand dollars. Since its construction a very large proportion of the travel reaching Oswego by way of the lake has gone over this route. We notice recently in a Milwaukie, Wisconsin, paper, that the receipt for tolls on the Chicago plank road already amount to one hundred dollars a day, and it is yet completed only about twelve miles.

We have seen it stated that plank roads were first used in Russia—they have been used in Canada for many years, with success; and if we should conclude that their utility has been fairly tested, and that they are equal to their reputation, they are, doubtless, better adapted to the condition and general economy of our State, than any other mode of improvement yet discovered. And, withal, so little skill is required in their construction, that the farmers in a well settled neighborhood might, in a few years, by their own labor, construct all the roads necessary to their convenience, without drawing materially from the labor of their farms. By the use of moveable saw mills, the plank may be cut on the road; and, in timbered districts, could be afforded as cheap in Missouri, as in any part of the Union.

There is another advantage attending the construction of plank roads, arising from the fact, that whatever work may be done at any one time, may be completed and applied to immediate use. This will enable neighborhoods or companies to progress with the work by adding sections from time to time, according to their means, while it ensures to them also the full benefit of all their labor.

From the foregoing considerations, we conclude that the improvement of our rivers, as far as practicable, constitutes the first important step in our system; and that the construction of plank roads, so as to unite with navigation at convenient points, will perfect a system more beneficial to the State than any other, perhaps, that could be devised in our present condition.

We are aware that the navigation of the Missouri is difficult, and at some seasons impracticable, for all useful purposes. We know, furthermore, that an opinion is generally entertained, that it is not susceptible of improvement, beyond the removal of logs and snags; but until a survey shall have been made, and the causes of obstruction fully examined and considered by scientific individuals, we are unwilling to adopt the opinion that a stream affording so large a volume of water, and unobstructed by rocks and shoals, cannot be rendered navigable at all seasons of the year, ice excepted.

As the first step toward the establishment of this system, we respectfully suggest that a thorough and skillful survey should be made, of all the rivers within our borders, with the view of testing the practicability of their improvement; and further, that a general law be enacted, authorizing the formation of companies for the construction of works of internal improvement, under such limitations and restrictions as will be calculated to protect the community from the abuse of the privileges conferred.

The importance of enlarging the facilities of transportation is felt and admitted by every intelligent citizen with whom we have conversed; but we have met with no one who seems to have matured, in his own mind, any plan of operation. Much—indeed, we may say that every

thing—depends upon beginning at the right point; and to do this, we must first ascertain the true nature of the facts connected with the subject. When these shall have been acquired, we can then begin to reason intelligently, and our conclusions will be sound and entitled to respect. It is the duty of the State to cause the proper facts to be ascertained and laid before the people, and this can only be done by the employment of competent engineers to survey our rivers; and we trust that the importance of this measure will be duly considered by our General Assembly now in session. We believe that surveys have been made of some of our rivers and probably of all; but as we have seen no report by the engineers, we do not know whether these surveys are anything more than reconnoisances, or whether they were made with sufficient accuracy to afford estimates that can be relied on as a basis of calculation. It is a trite saying that "time is money," and it may be truly said that for all human purposes, time is power; but it is a power little susceptible of concentration. If the present generation desire to associate their names with the improvement of the State, and to enjoy the benefits to be derived therefrom, they should enter upon the work without delay; for if they postpone the initiatory step until another session of the Legislature, they will then have lost two years, and, consequently, a considerable portion of the power allotted to them for useful purposes.

One of the common errors committed in the prosecution of great public works, arises from a desire to execute too much within a given time: this is simply a miscalculation of power, a mistake that would not be likely to happen were the projectors thoroughly conversant with all the facts touching the subject. But it frequently happens that the work of internal improvement is delayed by a State or community until the necessity of its construction becomes so obvious and urgent that they are finally entered upon suddenly, and without either the information or means necessary to ensure success. Incited by such causes, efforts are made to execute in perhaps two or three years, works that could not be conveniently and well done in ten—in such cases disappointment and loss necessarily ensue; and the project fails entirely, or the deficiency of power must be supplied by anticipating the future, and drawing upon the resources of the next generation.

In presenting our views on the subject of internal improvement in Missouri, we desire to be understood as offering no discouragement to any project that has been contemplated in any part of the State: we should be happy to see each and all carried into successful operation, and shall be pleased to receive and publish communications in regard to the merits of any improvement projected or contemplated in the State, or, indeed, in any part of the Union. The opinions which we have given are the result of many years observation and reflection, and if they should excite in the minds of our readers a more lively interest in regard to this important subject, we shall have accomplished all that we hoped for in the beginning.

There is, however, another consideration to which we wish to direct the attention of the reader before concluding this article. It will be recollected that we have endeavored to show that all the principle lines of improvement east of the Mississippi, converge to a point in the central part of this great valley. Now it will be obvious to every intelli-

gent and unprejudiced mind, that this is the proper point at which a railroad to the Pacific should commence. And here we respectfully invite the attention of our readers to a series of articles on the subject of Eastern Commerce, from the pen of our talented contributor, J. Loughborough, esq., of Liberty, Missouri. These articles contain an account of eastern commerce from its earliest history to the present time, and present, we believe, the only plausible route for a railway to the Pacific, that has yet been suggested.

The project of a railway to the Pacifiic is one of such magnitude, that, notwithstanding our conviction of its vast importance and ardent desire to see it undertaken, we have refrained from urging it upon the consideration of our readers lest we should be looked upon as visionary castle builders. But since the legislatures of eighteen States have adopted resolutions in favor of Mr. Whitney's scheme, and select committees of both houses of Congress have unanimously reported in its favor, it cannot longer be fairly viewed as a mere chimera of the imagination; but is to be regarded as one of the probable if not certain enterprises of the age. Hence, there is no one subject connected with the public policy or economy of the Union, which involves so many interesting points for the consideration of the people of this country. The State of Missouri is especially interested in the location of the route as well as in the completion of the work; and her citizens would be unfaithful to themselves should they supinely submit the location and direction of the enterprise to others, without an effort to bring fairly before Congress and the people the advantages of commencing the route on the Mississippi river at some point within our own State. And we trust that our General Assembly will insist on the policy of causing the route to the Pacific to be thoroughly examined, under the direction of the General Government, before the nation commits itself in favor of any particular scheme.

ART. VI.—DUTY OF COTTON PLANTERS—CROPS OF ALABAMA AND MISSISSIPPI.

Delighted am I once more to welcome your work to my table. Your well filled sheets deserve more than a passing notice, and yet I must forego the pleasure, from inability to do full justice. I fully echo the language of our friend, J. H. Hammond, ex-governor of South Carolina, and hope that the true friends of literature, commerce and the South, will give you everywhere a hearty welcome.

But, sir, I am seated for another purpose, though I could not keep down the warm feelings that demanded utterance. I wish to make a few remarks upon some of the articles in relation to the staple of the South—cotton.

Mr. Miles H. McGehee proposes to make the commission merchants our representatives, with power to fix rates, lower than which cotton should not be sold. To this I object. I am told that many commission merchants are agents to buy as well as to sell. How can they be fairly an arbitrator? They are said ot be purchasers: shall we risk our inter-

ests there? There has been so much misunderstanding between the planters of Alabama and the merchants of Mobile, that many refuse to sell there. Would all that people sanction such a movement?

Draw bills! This bill business is the very thing that ruins us. *Keep out of debt*, and *control your cotton*. This is my advice to planters. I know where seven cents was refused for a crop, and I had to take five cents. The writer was forced to sell, the friend was not.

Mr. Geo. G. Henry is, I think, a little too sanguine in his calculation of the crop of Alabama. I cannot understand where he gets 120,000 bales to be sent down the Tennessee river, and am not so sure about the 50,000 going down the Chattahoochee. And to deduct 60,000 bales, as all that Mississippi sends to Mobile, is going a little too far.

D. C. Glenn, esq., on the 41st page, says that Aberdeen, in Monroe county, shipped 40,000 bales. Now let us figure a little. The following counties, with a black population in 1845 over five years of age, as follows, ship their cotton, I suppose entire, to Mobile, besides many others sending a part.

Monroe, 537; Chickasaw, 2351; Lowndes, 8553; Oktibbeha, 2656; Noxuba, 7312; Winston, 1593; Kemper, 2723; Neshoba, 553; Lauderdale, 1320; Newton, 558; Clark, 830; Jasper, 1031; Smith, 512; Pontotoc, 1944; Itawamba, 990. Total, 38,000 negroes over five years of age. Deduct from this twenty per cent., as under age for field, house servants, &c.; and then add, for increase, say four per cent., with the white labor, and we have nearly 40,000 field hands, at four bales per hand, showing a receipt at Mobile of 160,000 bales, from the cotton banner State of Mississippi. But, sir, I think the crops of 50,000 hands now find their way to Mobile, fully as much as equal all the Alabama cotton that is not sent to that city. I have given the absolute census of the above counties in 1845, and I presume there can be no doubt, that any portion of the above counties which does not go to Mobile, is fully compensated by portions of other counties south of Smith and Jasper that do go there. I do not desire to detract from Alabama, but I claim for Mississippi all her own. Give to Mississippi 600,000 bales of cotton, with sixteen to eighteen millions of dollars, and we will see her in her true position.

The crop of 1848 staggers belief. Can the intelligent commission merchants of New Orleans, Mobile, Charleston, &c. &c., believe for a moment that the crop of 1848 did really reach 2,700,000 bales? I could not regard the man sane who would assert such a thing. I know of many men who held part, and some all, of 1847 crop, that never held up a bale before. And what respectable planter can point to such larger crops in 1848, or those of 1847, as to show this increase.

Commission merchants are told yearly by their friends: "I am bound to make a fine crop," "My prospects are very good," &c. &c. But do the shipments prove the fact? I make no charge; but I know when men owe money, they are led off by hope to over estimate—and honestly, too, I know, from the sad experience of many years.

I firmly believe that 300,000, or near these figures, were of the crop of 1847.* But that matters not. Increased consumption has gain-

* These 300,000 bales added to 1847, would make it too large; but some of '46 crop went with '47 crop.

ed upon the increased product; and, even with a fair average crop, we may rely upon fair and remunerating prices for the south-western planter. Very much depends upon the extent of the crop, and very much depends upon the action of the merchants. Whilst factors, or agents or commission merchants, are interested in the purchase of cotton, as agents for foreign houses, or as buyers on commission, or as purchasers on their own account, we will most assuredly find them receiving reports the most favorable to their interests, and in giving them forth. Planters are as likely to be deceived as any other people, and when so much depends upon seasons, it should not be complained of them, that the crop turned out either less or more than their belief when giving out their impressions.

The greatest drawback upon the cotton planter's interest, is the yearly practice of drawing bills upon the coming crop. The planter is thereby forced to send his cotton forward, and the merchant wants the money to replace in bank, so as to get another loan for some one else, and he sells. Often he is compelled to sell, and very often loses for his patron one or two cents.

I do not think there should be any bowing or cringing from either planter or merchant. The planter needs the merchant, and is obliged to him for an honest, faithful discharge of his agency; the merchant needs the planter, and should be under as full obligations for the business entrusted to his care. Here is mutual obligation, and there should be mutual good faith and good will. But to insure this, the planter must preserve his independence; and that this is the only panacea I firmly believe. The cotton planters ask for but two things—fair play, and to be left alone to work out their own salvation.

With respect, I am yours, &c. M. W. Phillips.

J. D. B. De Bow, esq.

ART. VII.—THE FORMER AND PRESENT TIMES AND TRADE OF NEW ORLEANS.

NEW ORLEANS IN 1822; EARLY EDUCATION AND PUBLIC BUILDINGS; COMMERCE OF THE CITY—RECEIPTS, PRODUCE, Etc.; CANALS, HOSPITALS, CHARACTER OF POPULATION, STATISTICAL TABLES OF TRADE, &c.; LAST FIFTEEN YEARS, AND CHIEFLY OF 1849.

[We chanced the other day, among some old books, to find a Directory and Register of this city, printed and published in 1822, by John Adems Paxton; and, having published so much in regard to the present position, influence, etc., of New Orleans, we have thought some extracts from this volume might not be uninteresting to our readers. We shall, in the same connection, furnish the statistics, etc., of New Orleans trade for the present year, which swell out in magnificent contrast in the annual statement of our friends of the *Prices Current*, the ablest publication of the kind in the world.—Ed.]

In order to arrive as near as possible to the true population of New Orleans, I have made the following estimate, viz: there are in the city and suburbs 5837 dwelling houses, which, being multiplied by six and a half persons to each house, produces 37,930; but, taking the number of boarding houses into consideration, 40,000 would be more like the truth.

The population is fast increasing by accessions from all the States in the Union, and from almost every kingdom in Europe.

The places of worship are, the Catholic cathedral, built in 1794, a large brick building about seventy feet front by one hundred and twenty in depth, covered with a coat of white plastering, and ornamented in front with a steeple (surmounted with a gilt cross), in which is a striking town clock and bells. At the front corners of the building, on each side of the steeple, are turrets surmounted with cupolas. It is provided with an organ, and the interior is handsomely decorated with appropriate paintings and ornaments. In this church the victory over the British is annually commemorated, by *Te Deum*, on the 8th of January. On one side of the church is the City Hall, and on the other the Presbytere, two buildings with handsome and uniform fronts. These are situated in Chartres street, opposite the elegant public square, called "The Place of Arms;" occupying the whole front between St. Peter and St. Ann streets, and forming together a very handsome and pleasing aspect, particularly from the levée, where they can be seen to the greatest advantage. The chapel of the Ursuline Nuns is neatly decorated, and is situated in Ursuline street, below Levée street. There is a small frame Catholic chapel in Delor street, below Tchoupitoulas street. The Episcopal church, built 1816, is a neat brick octagon building, with a cupola, situated at the corner of Canal and Bourbon streets. It is provided with an organ, and in the yard is a monument of marble, with the following inscription. "The citizens of New Orleans, to testify their respect for the virtues of W. C. C. Claiborne, late governor of the State of Louisiana, have erected this monument to his memory, 1818." The Presbyterian church, a very handsome brick building, with a Gothic front, situated in the suburb St. Mary, at the corner of St. Charles and Gravier streets, has a belfry in which is a striking town clock, and is provided with an organ. The Baptist congregation hold their meetings in the school house in Burgundy street below Canal street; in which place the Methodists likewise assemble. There are five burying grounds, containing many handsome monuments and tombs.

No place, comparatively speaking, is better provided with the means of education. It is a treasure within the reach of all, as the following enumeration of the various establishments will elucidate. The New Orleans College is a large building situated at the corner of Bayou and St. Claude streets, where the various branches of education, common to such institutions, are taught. There is a very respectable academy on the levée, two miles below town, under the direction of the Rev. Bertrand Martial, and several other gentlemen attached to the Catholic clergy, where sixty boys receive the benefit of their united labors. An excellent academy under the direction of the Rev. Dr. Hull, 2 Bourbon, below Canal street. Four schools on the very excellent plan of Joseph Lancaster, one of which, 77 Chartres street, under the superintendence of the Rev. Michael Portier, is an academy, with one hundred and seventy boys. A large brick school in Magazine street, under the direction of François F. Lafont. One, for young ladies, 27 Conti street, is very respectable. And one for colored boys and girls. There is an academy for young ladies in the convent of the Ursuline Nuns, where about sixty scholars receive the most accomplished education, *with the exception of*

dancing. Twenty-five orphans are supported and educated gratis, in a separate apartment; and as many poor day scholars are admitted as apply. Likewise several other highly respectable academies, and forty-eight common schools, some of which are for persons of color.

Among the public buildings, besides those before noticed, are the City Hall, or Principal, with a front on Chartres street of one hundred and eight feet, built in 1795; in which are the city council chamber, city offices, and city guard. The city and State prisons are situated on St. Peter Street, in the rear of and adjoining the City Hall. The Presbytere, with a front on Condé street of one hundred and fourteen feet, built 1813, in which for the present the Supreme, District and Parish Courts, hold their sessions. The Government House, built 1761, where the Legislature meets, and in which is the treasurer's office and the Orleans Library, of about six thousand volumes. The Custom House is a spacious plain brick building, with a coating of white plaster, situated on the levée, where, besides the offices connected with the customs, are the U. S. District Court room and offices of the U. S. District clerk, attorney, marshal and land. The Charity Hospital, Canal street, is a large building erected in 1815. The Ursuline Convent, built 1733. The New Orleans College, built 1812. The Market House is a neat building, situated on the levée, near the Place of Arms, contains more than one hundred stalls, is about three hundred feet long, and was erected in 1813. The Orleans Theater, with Davis's Hotel, and the Orleans Ball-room, is a considerable pile of brick buildings, first erected in 1813, destroyed by fire 1815, rebuilt and finished with a very handsome front and interior decorations 1816. There are dramatic performances here almost every night throughout the year, by full and respectable French and English companies, who play alternately. The St. Philip street Theater, a neat brick building with a handsome interior, was erected 1810, and is likewise performed in by English and French companies. It was altered and used last winter, for a short time, by Mr. Pepin's company of equestrians. A new frame Circus, seventy-five by eighty feet, building for Mr. Pepin, was nearly finished when it was razed to the ground, by a whirlwind of April 26th of this year: there is no doubt but it will soon be rebuilt.

The public expectation, for a long time manifested, for an American theater, in that part of the town chiefly inhabited by that population, will soon be realized. Mr. Caldwell (the manager of the American theater) has purchased ground between Gravier and Poydrass streets, liberal subscriptions have been made, and it is said the foundation of a large and elegant edifice, to be styled the *American Theater,* will be laid in June next. A new brick market house, forty-two feet in width, by from two hundred to two hundred and fifty feet in length, is to be built immediately on the upper end of the Batture, between St. Joseph and Delor streets. A new and handsome brick building is to be erected at the corner of Orleans and Bourbon streets, for the accommodation of all the courts and public offices of this parish. It is contemplated to build a corn and vegetable market. The State Bank is a neat brick building with a coat of white plastering; and there are two other banks, kept in buildings that were formerly dwellings, altered for their reception. The Louisiana Insurance Office is a small but neat brick building. There

is a U. S. Navy-yard and stores, a Marine Barracks, quarter-master's stores, and an Ordnance Arsenal, with a great number of mounted field and battering cannon, mortars, shells, balls and other implements of war. There are five good-looking buildings, erected exclusively for the accommodation of different lodges of Freemasons, all of which are commodious.

Mr. Benjamin Morgan followed Mr. Rillieux, in the important experiment of improving the highways, by paving Gravier street with pebble stone, between Tchoupitoulas and Magazine streets; which was so well executed as to stand the test of some years, and has convinced every thinking person of its utility. The present corporation deserve the thanks of the citizens of New Orleans, and all strangers who visit it, for the great exertions they have used to improve the health of the city, and add to the comfort and convenience of the inhabitants, by paving the streets. This year the general paving of the city was commenced, and already the whole of Chartres street and parts of Condé, St. Peter and St. Ann streets, are finished in the most substantial and workman-like manner, with curbstones and raised side walks. It is contemplated to progress in the paving annually, and, as an inducement to persons to bring paving stone in their vessels as ballast from the eastern cities, the following notice was published by the corporation: "Resolved, that the Mayor of the city of New Orleans be authorized to pay three dollars and fifty cents per ton for good paving stone, from the first of May, 1822, until the first of May, 1823, and to receive the said stones on the decks of the ships having the same on board."

The annual revenue of the corporation is about $130,000, which sum is employed in the necessary expenses and improvements of the city.

During the year 1821, the following amount of tonnage from foreign countries was entered. American, 51,458 tons; British, 16,216; French, 1186; Spanish, 551; Dutch, 383; Hanseatic, 2,139; Danish, 1,962; Swedish, 559; Hanovarian, 288—making a total of 74,742 tons.

During the same year the following amount of tonnage was cleared: Tonnage of American vessels in foreign trade, 45,181; of foreign vessels, 21,407; of American vessels in coasting trade, 71,158—making a total of 137,746 tons.

Value of articles, the produce or manufacture of the United States, exported from New Orleans in the following years: 1815, $9,749,253; 1816, $8,773,379; 1817, $13,501,036; 1818, $16,771,711; 1819, $12,637,079; and 1820, $11,961,067.

In the year ending October 1st, 1817, 1,500 flat boats and 500 barges, &c., came down the Mississippi to this place, loaded with produce.

The following statement will show the arrivals of loaded steam boats, barges, keel and flat boats, within the limits of the city, in 1821, from the upper country; together with the amount of wharfage or levée duty, paid to the city corporation.

	Steamboats.	Barges and Keels.	Flat Boats.	Levee Duty.
January,	34	23	36	$684
February,	36	19	57	801
March,	34	40	80	966
April,	37	14	86	1513
May,	28	15	122	1677
June,	21	11	32	712

July,	14	6	6	375
August,	8	1	6	224
September,	6	0	1	140
October,	13	6	6	211
November,	18	12	7	335
December,	38	27	2	624
Totals,	287	174	441	$8272

Each loaded flat boat pays a duty of $6; boats or barges seventy feet or more in length, $10; and boats or barges less than seventy feet, and keel boats or rafts, $3.

Besides the above, a great number of barges, keels, flat boats with cattle, &c., and rafts of timber and lumber, stop in the upper suburbs, beyond the limits of the city jurisdiction, where they pay no levée duty. Cattle boats are not allowed to land within the bounds of the city. It is worthy of remark, that the barges, keel and flat boats, diminish in the ratio that the steam boats increase.

STATEMENT of the principal articles of domestic production which arrived at New Orleans in one year, ending October 1st, 1817; together with some arti- marked thus*, brought the latter end of 1821, and the first part of 1822, as published in the Commercial Report, edited by Mr. T. W. Lorrain.

Apples,	barrels	5,000	Lead,	cwt.	7,000
Bacon and Hams,	cwt.	18,000	Lead shot,	do.	600
Bagging (cotton),	pieces	2,500	*Linseed Oil,	barrels	446
Bark, quercitron,	hhds.	800	Molasses,	galls.	1,000,000
*Beans,	barrels	308	Oats,	barrels	4,000
*Beef, smoaked,	cwt.	1,501	Onions,	"	350
Beef,	barrels	4,001	Paper,	reams	400
Beer and porter,	"	300	*Pecans,	barrels	595
*Brooms,	dozen	259	*Patent balances,	sets	26
*Buffalo robes,	packs	15	Peltries,	packs	3,550
Butter,	kegs, etc.	1,800	Pitch,	barrels	3,000
Candles,	boxes	150	Pork,	"	22,000
Cider,	barrels	500	Potatoes,	bushels	5,000
Cotton,	bales	65,000	Rice,	barrels	12,000
*Cotton,	"	126,216	*Sausages,	kegs	259
Cordage,	coils	4,300	Skins, bear	pieces,	3,000
Corn,	bushels	140,000	Soap,	boxes	2,500
Corn-meal,	barrels	4,000	Staves,	M.	125
*Deer-skins,		7,816	Sugar,	hhds.	20,000
*Eggs,	barrels	45	Taffia,	gallons	400,000
*Flax-seed,	tierces	195	Tallow,	cwt.	200
*Feathers,	bags	18	Tar,	barrels	8,000
Flour,	barrels	190,000	Tobacco,	hhds.	28,000
Ginseng,	"	1,200	"	carrots,	10,000
*Glass,	boxes	770	"	manf'd cwt.	1,504
Hay,	tons	46	*Venison hams,		2,400
Hempen yarns,	reels	200	Wax, bees,	cwt.	300
Hides,	sides	6,000	Wheat,	bushels	95,000
*Horns,		18,047	Whisky,	gallons	250,000
Lard,	bbls. & kegs	4,000			

The circumstance, however, that renders the political and moral picture of this country peculiarly distinctive, is, that almost the total of the production of the industry of its inhabitants, must flow to one common center. New Orleans alone will be forever, as it is now, the mighty mart of the merchandise and produce brought from more than a thousand rivers. Unless prevented by some great accident in human affairs,

this rapidly increasing city will, in no very distant time, leave the emporia of the Eastern world far behind. With Boston, New York, Philadelphia and Baltimore on the left, Mexico on the right, Havanna in front, and the immense valley of the Mississippi in the rear; no such position for the accumulation and perpetuity of wealth and power ever existed.

During the Spanish government, Baron Carondelet,* commenced a work from the head waters of the Bayou or river (if we may so term it) St. John, in nearly a direct line with Orleans street, the center street of the city, for the express purpose of draining the city. After digging a ditch about two miles in length, he then stopped and commenced what is now the Basin, which was a large shallow pond intended as a reservoir. To carry on this work, the citizens were generally taxed, and those who owned slaves obligated to give their labor a part of each week.

About two years after this country fell into the possession of the United States, some of our enterprising and wealthy citizens foresaw that in time this canal must become of considerable importance and suggested the idea of opening it. Consequently a subscription was opened and filled, and on the 3d July, 1815, the legislative council and governor of the Territory granted them a charter, under the restriction that there must at all tides, never be less than three feet water, and when they derived fifty per cent. on their expenditures, then the whole was to be given for the benefit of the public good. This charter was recognized and acknowledged by the General Government, who made some small donations of spots of ground to enable them to carry their intentions into effect, and erected a small and convenient light-house at the entrance of the Bayou, to facilitate the object. The company undertook the arduous and expensive task, and after several years labor, they opened the Bayou and removed the sand bars, stumps, and all other obstructions so as to admit vessels of considerable draught, as far as the village of Bayou St. John. When this was completed they levied a tax of sixty-two and a half cents per ton, on all vessels, with the following exceptions, viz: all armed vessels of the United States and foreign powers, fishing smacks, and all vessels bringing articles for the exclusive use of the city, such as sand to pave the city, etc. On all vessels used as lighters to those drawing too much water for the navigation, and all those bringing firewood, or carrying the mail, only half dues were demanded. During this period there were several contracts made for the purpose of opening the navigation to the city, and for making a Basin for the reception and convenience of the trade; but the local situation of the country caused the contractors to repent their bargains: they failed in their calculations, which finally determined them to abandon the work altogether. But this did not dishearten the few stockholders who still persisted in carrying on this laudable improvement; although a large number withdrew, others gave up all as lost, and in several instances, what they had paid in, actually made a present of to those who would receive it, considering the stock good for nothing.

In May, 1817, Mr. De la Croix, the last undertaker, announced to

* From whom it takes its name.

the company the completion of the canal and basin, and that the navigation was open; they consequently gave notice to the owners and masters of vessels, who were much rejoiced and delighted in consequence of the saving it would be to them: for, exclusive of the hazard and damage then sustained by land transportation of dry goods, crockery and every article subject to injure by jolting, the road was frequently so bad as to be almost impassable, and at such times it was considered a great favor to get hauling done even at the extravagant price of one dollar per barrel. The company then increased the toll to one dollar twenty-five cents per ton, to remunerate them for their expenditures. After contending with almost insupportable difficulties, during ten or twelve years, they have succeeded in their grand design, have expended upward of $300,000, and given us a fine convenient harbor, where we find a rich commerce, increasing annually at least twenty per cent.; and where there was formerly a filthy ditch and noisy frog-pond, we find a beautiful canal, with a good road and walks on each side, with gutters to drain off the water, and a large and secure basin where vessels can lie in perfect safety at all seasons: vessels make three and four trips where formerly they made but one, and with less expense, having no lighters to pay. There is an excellent road, nearly completed, from the village to the Fort St. John, thereby giving every facility to the commerce, as the vessels can be propelled by manual or animal strength in adverse winds or tides, and at the town of Bayou St. John is erected a convenient horizontal draw-bridge, for the use and convenience of the inhabitants residing on the other side.

The company is now engaged in deepening the navigation, so as to admit vessels of a larger class, by means of a mud machine, which they have got into operation at considerable expense, for which they deserve a great deal of credit, and at the same time to be amply remunerated.

The Basin Carondelet is situated about the center of the city, Toulouse street leading immediately to its center. The canal is two English miles in length, from twenty-five to thirty feet in breadth, having three half moons for the convenience of vessels passing each other, and from three and a half to six and a half feet in depth, being never less and often more, according to the tides, which are altogether governed by the wind. It is four and a half or five miles from the canal, down the river or Bayou St. John, to its confluence with Lake Ponchartrain, where the water is dammed in, three quarters of a mile from the lake shore, by an expensive work of large timber, forming a channel of forty or fifty feet in breadth: at the end of this work is situated the light-house above mentioned, which renders the navigation more certain. From this point the vessels commence their voyages to the different parts of the world. We frequently see in the basin from seventy to eighty sail, of from five-hundred and fifty to six hundred barrels, from the West Indies, the northern States, Pensacola, Mobile, Covington and Madisonville, and we anticipate, from the great increase in population of the Floridas, to see this trade double if not treble its present tonnage. This being a port of delivery, is superintended by a surveyor, and two temporary inspectors, to see that the revenue laws of the United States are properly maintained and respected.

By this canal is brought, cotton, tobacco, lumber, wood, lime, brick, tar, pitch, bark, sand, oysters, marketing and a great variety of other articles. A great number of Indians come up by this route to New Orleans with their furs and peltries, which they trade for such necessaries as they stand in need of.

The Marigny Canal commences in Champs Elysées street, near the river, and runs to the Bayou St. John, a distance of three and two-thirds miles, and when properly finished, will be fifty feet wide half way, and thirty feet the remainder. If this canal was completed and a basin dug on the spot formerly occupied by Fort St. Charles, the lower part of the town would be much improved.

The Charity Hospital is situated in Canal street, and consists of two large white buildings, having a number of convenient apartments, which are kept remarkably clean. The lot on which these buildings stand, embraces the whole square between Canal and Common and Baronne and St. Philip streets. About 1,300 males and females were admitted during the year 1821, and 130 persons have been in at one time. Sick persons, wishing admission, must apply to the mayor of the city or any one of the administrators. There are besides the above, the Marine and Naval Hospitals, and a private Hospital.

The spacious streets which bound the city, *i. e.*, Canal, Rampart, and Esplanade streets and the Levée, have lately been planted with four rows of the Sycamore or butter-wood tree, which in the course of a few years will afford a fine shade, contribute to the health of the city, and present one of the most elegant promenades in the United States. There are several large public squares, one of which, ***The Place of Arms***, three-hundred and fifty feet on Levée by three-hundred and thirty in depth to Chartres street, is very handsome, being planted with trees, and inclosed with an iron palisade, having beautifully ornamented gate-ways of the same metal. The ***Circus Public Square***, is planted with trees and inclosed, and is very noted on account of its being the place where the Congo and other negroes *dance, carouse and debauch on the Sabbath*, to the great injury of the morals of the rising generation: it is a foolish custom that elicits the ridicule of most respectable persons who visit the city; but if it is not considered good policy to abolish the practice entirely, surely they could be ordered to assemble at some place more distant from the houses, by which means the evil would be measurably remedied. It is contemplated to open Esplanade street, from Rampart street to the Bayou St John, which will be a very handsome and convenient improvement.

The wells are generally from five to fifteen feet in depth, the water in them is clear, free from salt, but unpleasant to the taste, and unfit for drinking or washing of clothes. Drinking water, and that used for cooking and the washing of clothes, is taken from the river, carried through the city for sale, in hogsheads on carts, and sold at the rate of four buckets for six and one-fourth cents or fifty cents per hogshead. The water for drinking is either filtered through a porous stone or is placed in a large jar, and cleared by alum, &c. The water is considered wholesome.

New-Orleans, destined, from its topography, its mildness of climate, fertility of soil, and inevitable connection with sundry States in the

rear, to become the great emporium of the Western World, is surely deserving of every aid in developing her natural resources. The immense revenue accruing to the United States from the commmerce of New-Orleans, lays the General Government under great obligations to protect it. It is the most exposed and important section of the Union. The most important fortifications for the defense of the country have been commenced, which, when completed, will render us secure from foreign invasion.

The population was much increased by the unfortunate French emigrants from St. Domingo, and afterward, in 1809, by those who were compelled to flee from the island of Cuba, to the number of about 10,000. The population is much mixed, consisting of foreign and native French; Americans born in the State and from every State of the Union; a few Spaniards, and foreigners from almost every nation: consequently the society is much diversified, and there is no *general* fixed character. There is a great "*confusion of tongues*," and on the Levée, during a busy day, can be seen people of every grade, color and condition: in short it is a world in miniature.

Much distortation of opinion has existed, and is not yet eradicated in the other parts of the United States, respecting public manners and morals in New Orleans. Divested of pre-conceived ideas on the subject, an observing man will find little to condemn in New Orleans, more than other commercial cities; and will find that noble distinction of all active communities—acuteness of conception, urbanity of manners, and polished exterior. There are few places where human life can be enjoyed with more pleasure, or employed to more pecuniary profit.

It is intended to build a spacious State-prison or Penitentiary, just below the town, in the neighbourhood of Olivier's rum distillery, and facing the river: toward the completion of this necessary building, the Legislature have voted $250,000. A large powder magazine is on the other side of the river, opposite the city.

COMMERCE OF NEW ORLEANS, 1849—Year Ending 31st August.

Agreeably with our annual custom, we present to the readers of the Review, for preservation, the statistics of New Orleans trade. The previous volumes of the Review will be advantageously consulted upon the same general subject.

Receipts from Interior, 1845–1849.

	Articles.	1848–9.	1847–8.	1846–7.
	Apples, ... bbls	54987	39518	39612
	Bacon, asst., casks, &c.	32056	45119	36932
	Bacon, ...bbls & boxes	32156	.....	.....
	Bacon Hams, ...bbds	19831	18539	14518
	Bacon in bulk, ... lbs	217000	381140	425163
	Bagging, ... pieces	72941	77682	60982
	Bale Rope, ... coils	93322	74325	56201
	Beans, ... bbls	13157	20485	24536
	Butter, ... kegs	57972	45213	51384
	Butter, ... bbls	2144	1156	872
	Beeswax, ... bbls	481	693	1109
	Beef, ..bbls. and tierces	80590	50260	53968
	Beef, dried, ... lbs	20300	56100	49000
	Buffalo Robes, .. packs	23	14	55
NEW ORLEANS	La and Mi...bales	811205	883144	453842
	Lake, ... bales	15781	13734	4356
	N. Ala. & Ten. do	217078	227561	211502
	Arkansas ..... do	46733	64294	35279
	Mobile ..... do	35164	10857	16379
	Florida ..... do	5065	4208	16966
	Texas ..... do	11356	10007	2345

Value Receipts 1848–9.

Articles.	Average.	VALUE. Dollars.
Apples, ...bbls	$3 00	174961
Bacon, ...	40 00	1282240
Bacon, ... boxes	25 00	803900
Bacon—Hams, ...	45 00	892395
Bacon, in bulk, ...	5	10850
Bagging, ...pieces	16 00	1167056
Bale Rope, ...coils	12 00	1119864
Beans, ...bbls	3 00	39471
Butter, ...	5 00	89860
Butter, ...bbls	20 00	42880
Beeswax, ...bbls	40 00	19240
Beef, ...bbls	11 00	489203
Beef, ...tierces	15 50	559813
Beef, dried, ... lbs	7	1421
Buffalo Robes, p'cks	70 00	1610
Cotton, ... bales	27 00	30844314
Corn Meal, ...bbls	2 50	30242
Corn, ... bbls	45	133070
Corn, ...sacks	1 05	1790394
Cheese, ...boxes	3 00	162867
Candles, ...boxes	4 50	127629

Corn Meal,.....bbls	12097	47543	88159
Corn in ears, ...bbls	295711	509583	619756
Corn, shelled,....sacks	1706312	1033465	2386510
Cheese, ...boxes	54287	52362	57429
Candles,.....boxes	28362	16750	8496
Cider, ...bbls	1189	344	477
Coal, western,....bbls	315000	320000	356500
Dried Peaches,....bbls	469	385	3009
Dried Apples, ...bbls	2495	1173	5761
Flaxseed, ...tierces	1188	4393	952
Flour,.....bbls	1013177	706958	1617675
Furs, ...boxes	12	91	75
Furs, ...bundles	188	320	253
Feathers, ...bags	3939	2594	3493
Hemp, ...bales	19856	21584	60238
Hides, ...	30570	47662	98342
Hay, ...bales	54241	61934	95231
Iron, pig,.....tons	413	701	1151
Lard,.....hhds	790	459	143
Lard, ...tierces & bbls	214362	216031	117077
Lard, ...kegs	275485	303661	275076
Lime, western,....bbls	10410	14920	5994
Lead,.....pigs	508537	606966	650129
Lead, bar,.....kegs	949	787	1291
Lead, white,.....kegs	7795	9203	11686
Molasses, ...bbls	155807	159460	91710
Oats,.....bbls & sacks	266559	467217	588337
Onions, ...bbls	6898	7960	7185
Oil, linseed, ...bbls	1409	2327	3637
Oil, castor,.....bbls	2628	1199	1439
Oil, lard,.....bbls	8842	5401	2573
Pickles,....kegs & bbls	639	505	648
Potatoes,.....bbls	140116	151861	142888
Pork,....tierces & bbls	550643	356480	302170
Pork,.....boxes	18279	.....	.....
Pork, ...hhds	18499	14201	9452
Pork, in bulk, ...lbs	10273680	13564430	8450700
Porter and Ale,....bbls	1838	3492	1363
Packing Yarn,....reels	2211	3333	2193
Skins, Deer, ... packs	1301	1361	1784
Shot, ... kegs	4377	5258	3992
Sugar,.....hhds	125592	128112	82011
Sugar, ...bbls	5879	.....	.....
Soap,.....boxes	6520	5580	4361
Shingles, ...	80000	60000	147000
Staves, ...	3800000	2000000	2000000
Tallow,.....bbls	10622	4357	6658
Tobacco, leaf, ...hhds	52355	55882	55588
Tobacco, chew, ..kegs	2313	6390	3930
Tobacco,.....bales	33	118	1001
Twine,.....bundles	2067	2264	1285
Whisky,.....bbls	125029	135333	126553
Window Glass, ..boxes	575	4260	3805
Wheat,...bbls & sacks	238911	149181	833649

Cider,.....bbls	3 00	3567
Coal, ...bbls	50	157500
Apples & Peaches..	2 50	7400
Feathers,.....bags	25 00	98475
Flaxseed,....tierces	9 00	10692
Flour, ...bbls	4 50	4559296
Furs,.....	....	300000
Hemp,.....bales	22 00	436832
Hides,.....	1 25	38212
Hay,.....bales	3 00	162723
Iron, pig,.....tons	30 00	12390
Lard, ...hhds	60 00	47400
Lard,.... bbls & tcs	18 00	3858516
Lard, ...kegs	3 50	1064197
Leather, ...bundles	25 00	99400
Lime,.....bbls	1 50	15601
Lead,.....pigs	3 00	1525671
Lead, bar, ...	18 00	17092
Molasses, ...gallons	16	2288000
Oats, ...	80	213247
Onions, ...bbls	2 00	13796
Oil, linseed,....bbls	25 00	35225
Oil, castor, ...bbls	60 00	157680
Oil, lard,.....bbls	24 00	212208
Potatoes,.....bbls	2 50	365290
Pork, ...bbls	9 50	5231108
Pork, ...boxes	20 00	365580
Pork,.... ....hhds	40 00	739960
Pork, in bulk, ..lbs	3¼	285263
Porter and Ale, bbls	8 00	14704
Packing Yarn, reels	8 00	17688
Skins, Deer,..packs	25 00	32525
Skins, Bear,..packs	15 00	120
Shot.....kegs	20 00	87540
Soap, ...boxes	3 00	19560
Staves, ...M	40 00	152000
Sugar,.....hhds	40 00	8800000
Spanish Moss, bales	6 00	11532
Tallow,.....bbls	21 00	223062
Tobacco, leaf, hhds	70 00	3103450
Tobacco, strips,hhds	$100	800000
Tobacco, kgs & bxs	15 00	34725
Tobacco,.....bales	3 50	115
Twine.....	15 00	31005
Vinegar, ...bbls	5 00	185
Whisky, ...bbls	7 00	875203
Window Glass, bxs	5 00	2875
Wheat, bbls & sacks	2 00	477822
Other articles.....	....	5000000
Total value—Dollars,....		81989692
Total in 1847–48..		79779151
Total in 1846–47..		90033256
Total in 1845–46..		77193464

EXPORTS PROVISIONS, 1848–9, NEW ORLEANS (INCLUDING THOSE TO MOBILE).

PORTS.	Flour, bbls.	Pork, bbls.	Bacon, hhds.	Lard, kegs.	Beef, bbls.	Lead, pigs.	Whisky, bbls.	Corn, sacks.
New York,.....	174898	220487	29971	402149	9192	290949	8100	205263
Boston, ...	303563	129628	10249	347390	11709	147789	2111	62167
Philadelphia,.....	14837	21726	5125	39769	1068	44237	590	2654
Baltimore, ...	10	28645	4200	61762	1717	4044	2891	....
Charleston, ...	4086	1754	3502	5988	60	160	7065	900
Other coastwise ports,	62025	8661	10759	10737	2974	50	32634	46277
Cuba, ...	740	1682	870	131847	195	....	....	2596
Other foreign ports, ..	218211	53467	2526	250049	33143	2412	82	1147004
Total, ...	778370	466050	67202	1249691	60058	489641	53473	1466861

EXPORT COTTON (BALES)—NEW ORLEANS*—1839 TO 31ST AUGUST, 1849.

TO	1849.	1848.	1847.	1846.	1845.	1844.	1843.	1842.	1841.	1840.
Liverpool,	603455	619817	367810	521953	529673	488817	624681	393990	396010	459943
London,	305		48	159	2025	518	61	38	304	113
Glasgow & Greenock	27533	27996	10598	17893	36213	21265	35831	15574	20415	26603
Cowes, Falmouth, &c.	11237	6270	6102	8134	17975	14893	15939	10740	9188	13560
Cork, Belfast, &c.,	2488		810	14181		2182	2926	1108	4393	4549
Havre,	139910	123856	90103	146153	112995	107973	159658	161103	157277	206311
Bordeaux,	3424	3178	330	2315	2314	1418	2861	2247	2807	6581
Marseilles,	11313	8659	3323	6806	7857	7462	9982	16992	21933	21989
Nantz, Cette & Rouen		5275	1963	4254	1854	3127	8374	2930	1914	5609
Amsterdam,		1831		2019	1253	1360	5593	584		3688
Rotterdam & Ghent,	2659	304	595	53	2355	512	2173	2907		709
Bremen,	12137	8716	4369	3419	9211	2770	13303	6369	1706	1084
Antwerp, &c.,	24338	14170	2912	7838	7196	8499	17693	5209	2264	7377
Hamburg,	5321	7091	7466	3585	9123	3156	13664	5678	2983	6846
Gottenburg,	7303	4887	4376	3877	1630	402	114	286	2793	2994
Spain and Gibraltar,	42823	32565	17705	1679	821		401	78	561	1508
Havanna, Mexico, &c.	16328	25468	9376	29800	62083	33151	21177	12818	19002	30594
Genoa, Trieste, &c.,	41614	45228	30542	52607	27201	19704	17662	10610	16801	25652
China,		1490			2353		4303			
Other foreign ports,	9304	13057	6579	8050	2267	1208	1342	174	90	1044
New York,	67611	67578	55187	74757	52880	82814	48036	31215	55930	46354
Boston,	111584	143989	75546	111666	75357	72400	73891	54062	81626	54042
Providence, R. I.,	360	1566	470	5783	78	211	674	1910	3132	1811
Philadelphia,	18486	16213	13582	13690	6784	6919	3253	2846	5721	6195
Baltimore,	4959	12328	7288	5507	3640	4698	3278	1703	4832	3045
Portsmouth,		5733	3191	2769	1053	4136		2658	9025	5099
Other coastwise ports	511	3132	1437	910	2423	3280	3000	3716	581	6020
Western States,	2300	1500	2500	5000	6000	2500	2000	1722		
Total,	1167303	1201897	724508	1054857	984616	895375	1088870	749267	821288	949320

RECAPITULATION.

Great Britain,	645018	654083	385368	562320	585883	527675	679438	421450	430310	504768
France,	154647	140968	95719	159528	125020	119980	180875	183272	183931	240490
North of Europe,	61062	50056	26297	28841	33035	17917	50882	21207	9836	23742
S. of Europe & China	100765	104751	57623	84086	92458	52855	43543	23506	36364	57754
Coastwise,	205811	252039	159501	220082	148215	176953	134132	99832	160847	122566
Total,	1167303	1201897	724508	1054857	984616	895375	1088870	749267	821288	949320

EXPORTS SUGAR AND MOLASSES, NEW ORLEANS (UP RIVER EXCEPTED).

Whither Exported.	1848–49.				1847–48.			
	Sugar.		*Molasses.*		*Sugar.*		*Molasses.*	
	hhds.	bbls.	hhds.	bbls.	hhds.	bbls.	hhds.	bbls.
New York,	44333	1532	1837	38892	36053	2600	5747	31225
Philadelphia,	18749	2232	410	14252	19808	1512	117	10871
Charleston, S. C.,	3726	365	....	6659	3355	539	....	6660
Savannah,	1661	20	....	1096	806	....	118	2334
Providence & Bristol, R. I.	....	....	....	230	....	....	1043	602
Boston,	2420	964	76	2054	3674	869	1177	5067
Baltimore,	10652	2991	77	9448	11149	3258	1522	12002
Norfolk, Richmond & Petersb'g, Va.	6289	1204	....	7139	6888	861	....	7121
Alexandria, D. C.,	528	....	....	748	230	....	....	112
Mobile,	4549	1463	....	9120	5310	1604	....	9645
Apalachicola & Pensacola,	1363	294	....	3601	1738	426	....	3984
Other ports,	220	316	250	532	171	273	2142	1015
Total,	94490	11381	2650	93771	89182	11942	11866	90638

* Since making up our statement of the stock of cotton on the 18th ultimo, we have discovered some omissions which require a further addition to our receipts, and also to our exports. We find that in the month of June a number of parcels were shipped to Mobile (in all, 1693 bales) to load a ship there for Havre, and that of this quantity only three hundred bales were cleared at our Custom House, or appeared in our exports. We also find that about two thousand three hundred bales have been taken from the market, during the season, for Western manufactories, of which no note had been taken. These items require an addition to our receipts, of three thousand six hundred and ninety-three bales. We also add one thousand six hundred and ninety-three bales to our exports to Havre.

EXPORT TOBACCO (HHDS.)—1838–1849.—NEW ORLEANS.

TO	1849.	1848.	1847.	1846.	1845.	1844.	1843.	1842.	1841.	1840.
Liverpool,	6120	8706	3374	8976	4947	8808	6788	6930	5252	3827
London,	5362	10008	5173	12888	6475	8291	9851	7212	8732	4320
Glasgow & Green'k	....	....	....	....	....	....	....	....	....	....
Cowes, Fal'th, &c.	2535	1153	1148	2641	1131	5424	10798	6827	6681	992
Cork, Belfast, &c.	....	....	....	....	....	....	....	....	....	....
Havre,	6998	2201	1159	2215	3514	4846	4648	4037	4224	3655
Bordeaux,	1450	128	242	1067	1565	1156	2332	1004	814	1107
Marseilles,	2192	2625	2096	1006	3934	5102	4665	1933	1774	1844
Nantz, Cette, Rouen	....	....	....	....	....	....	....	....	....	....
Amsterdam,	....	....	....	451	50	3775	2700	1138	....	....
Rotterdam, Ghent,	....	75	568	1104	1014	917	2933	1882	....	....
Bremen,	4841	5252	4446	6328	12012	9602	7888	8997	4012	2464
Antwerp, &c.,	1077	3371	1652	4294	3862	2178	5657	3690	1219	1090
Hamburg,	80	239	403	181	786	2303	1477	3401	1064	1465
Gottenburg,	1041	945	949	943	909	734	963	946	1559	745
Spain & Gibraltar,	5620	7692	11795	9843	6749	10681	4496	7204	4142	3843
Hav., Mexico, &c.,	....	617	....	....	903	1601	1063	981	1020	1013
Genoa, Trieste, &c.	3845	3388	5046	2375	3001	1556	1760	550	2	44
China,	....	....	....	....	....	....	....	....	....	....
Other for'gn ports,	882	975	1008	298	794	1177	217	516	667	343
New York,	7318	9573	5458	4848	6936	6960	10533	7090	7466	8132
Boston,	1089	1619	2664	913	4938	2585	3650	2351	3109	2888
Providence, R. I.,	....	....	....	....	....	....	....	....	....	....
Philadelphia,	1426	1369	2779	1030	2536	1286	2845	936	2126	1963
Baltimore,	885	200	301	427	478	1167	2433	208	517	219
Portsmouth,	....	....	....	....	....	....	....	....	....	....
Other c'stwise p'ts,	135	228	115	217	2145	1100	2194	225	287	482
Western States,	....	....	....	....	....	....	....	....	....	....
Total,	52896	60364	50376	62045	68679	81249	89891	68058	54667	40436

RECAPITULATION.

Great Britain,	14017	19867	9695	24505	12553	22523	27437	20969	20665	9139
France,	10640	4954	3497	4288	9013	11104	11645	6974	6812	6606
North of Europe,	7039	10475	8018	13301	19051	20175	21618	20252	8040	6005
S. Eur'e & China,	10347	12079	17849	12516	11029	14349	7536	9053	5645	5002
Coastwise,	10853	12989	11317	7435	17033	13098	21655	10810	13505	13684
Total,	52896	60364	50376	62045	68679	81249	89891	68058	54667	40436

ARRIVALS VESSELS AT NEW ORLEANS.

MONTHS.	1848–49. Ships.	Barks.	Brigs.	Schrs.	St. Ships	Total.	S. Boats.	1847–48. Ships.	Barks.	Brigs.	Schrs.	St. Ships	Total.	S. Boats.
September,	27	9	11	32	7	86	164	17	13	15	41	6	92	184
October,	45	23	24	33	13	138	215	43	27	18	44	12	144	288
November,	96	47	44	37	14	238	288	146	45	31	62	15	299	266
December,	87	57	60	45	10	259	381	99	61	66	72	14	312	311
January,	71	62	47	50	11	241	325	102	82	74	97	18	373	349
February,	101	62	39	39	10	251	313	97	60	59	74	16	306	316
March,	70	61	53	54	15	253	321	97	50	47	82	17	293	327
April,	132	56	34	53	11	286	257	72	42	40	68	11	233	250
May,	74	32	19	43	15	183	191	90	42	35	96	22	285	229
June,	40	22	25	31	8	126	153	88	39	33	49	20	229	171
July,	12	19	10	21	12	74	135	68	34	24	59	26	211	152
August,	2	12	9	18	10	51	130	36	14	20	51	29	150	134
Total,	757	462	375	456	136	2186	2873	955	509	462	795	206	2927	2977

Comparative statement of the Receipts, Exports and Stocks of Cotton, at the following places, at the dates annexed:

RECEIPTS COTTON AT COMMERCIAL PORTS, 1848, 1849.

PORTS.	Stocks, Sept. 1.	Received since.	Exported from Sept. 1, 1848, to dates.					Stocks on hand and on shipb'rd
	1848.	1848.	To Great Britain.	To France.	To other fo'gn ports.	Total foreign ports.	U. S. North'n ports.	1849.
N. Orleans, Aug. 31	37401	1090797	645018	154647	161827	961492	205811	15480
Mobile, ...Aug. 24	23584	514595	290836	61597	44525	396958	105829	2066
Savannah, .Aug. 21	10050	399027	193793	18458	3764	216015	166294	9328
Charleston, Aug. 23	14085	445415	205054	48768	43905	297727	161675	17518
Florida, ...Aug. 10	507	197180	59196	5721	14904	79821	112113	800
Va.& N.Car. Aug. 11	569	22673	350	....	1056	1406	10770	550
Texas, ...Aug. 25	747	38827	.....	750	1745	2495	25271	452
New York, Aug. 21	41967	.....	130431	76957	48572	255960	.....	65537
Other ports, Aug. 18	16030	.....	5360	173	3383	8916	.....	.....
Total bales,.....	144940	2708514	1530038	367071	323681	2220790	787763	111731
Total to dates 1848	197704	2325108	1309885	276340	255486	1841711	680365	146908
Increase this year,	.....	383406	220153	90731	68195	379079	107398	.....
Decrease,.....	52764	.....	.....	.....	.....	.....	.....	35177

RECEIPTS COTTON AT COMMERCIAL PORTS, 1847, 1848.

PORTS.	Stocks, Sept. 1.	Received since.	Exported from Sept., 1847, to dates in 1848.					Stocks on hand and on shipboard.
	1847.	1847.	To Great Britain.	To France.	To other fo'gn ports.	Total foreign ports.	U. S. North'n ports.	1848.
N. Orleans, Aug. 31	23493	1188733	654083	140968	154807	949858	252039	37401
Mobile, ...Aug. 24	24172	436930	224673	61212	29070	314955	107938	28062
Savannah, .Aug. 21	7787	241065	119897	5177	1411	126485	93946	9450
Charleston, Aug. 23	29655	260223	153090	29579	16177	198846	97835	11602
Florida, ...Aug. 10	2108	150817	40338	.....	7674	48012	98360	2345
Va.& N.Cor. Aug. 11	548	7598	68	.....	364	432	1958	700
Texas, ...Aug. 25	32	39742	.....	.....	772	772	28289	747
New York, .Aug. 21	83259	.....	110316	37992	42565	190873	.....	56601
Other ports, Aug. 18	26650	.....	7420	1412	2646	11478	.....	.....
Total bales,.....	197704	2325108	1309885	276340	255486	1841711	680365	146908

We have taken from New Orleans the amounts received from Mobile, Florida and Texas. Also, from Charleston the receipts from Savannah—and Mobile the receipts from Florida. The exports from Georgetown to New York are added to the Charleston receipts, and the exports from Darien to Liverpool and New York are added to the Savannah receipts. The exports from Mobile and Florida to New Orleans, and those from Savannah to Charleston, have been deducted from exports to Northern Ports.

Comparative arrivals, exports and stocks of Cotton and Tobacco at New Orleans, for ten years, from 1st September each year to date:

Years.	*Cotton—bales.*			*Tobacco—hogsheads.*		
	Arrivals.	Exports.	Stocks.	Arrivals.	Exports.	Stocks.
1848 '49.....	1142382...	1167303...	15480.....	52335....	52896....	13293
1847 '48.....	1213805...	1201897...	37401.....	55882....	60364....	14854
1846 '47.....	740669...	724508...	23493.....	55588....	50376....	22336
1845 '46.....	1053633...	1054857...	6332.....	72896....	62045....	17924
1844 '45.....	979238...	984616...	7556.....	71493....	68679....	7673
1843 '44.....	910854...	895375...	12934.....	82435....	81249....	4859
1842 '43.....	1089642...	1088870...	4700.....	92509....	89891....	4873
1841 '42.....	740155...	749267...	4428.....	67555....	68058....	2255
1840 '41.....	822870...	821228...	14490.....	53170....	54667....	2758
1839 '40.....	954445...	949320...	17867.....	43027....	40436....	4409

Comparative rates of exchange on London, Paris and New York. On the 1st of each month for three years past (60 day bills):

	1848-9.			1847-8.			1846-7.		
	London. pm.	Paris. ₱ $	N. York. dis.	London. pm.	Paris. ₱ $	N. York. dis.	London. pm.	Paris. ₱ $	N. York. dis.
Sept.	8½	5 20	1½	5¾	5 35	1⅜	8	5 31	1½
Oct.	8	5 22	1½	6¼	5 40	2¾	8¾	5 32	1⅜
Nov.	7¼	5 27	1½	5	5 45	3¼	7	5 41	1⅞
Dec.	9	5 27	1½	5	5 45	2¾	5½	5 48	1⅝
Jan.	8	5 27	1⅜	8	5 32	2½	4¾	5 50	2
Feb.	7½	5 32	1¾	8½	5 32	2½	5	5 45	2⅛
Mar.	5½	5 35	1⅜	7¾	5 35	2½	3	5 50	2⅞
April	4¾	5 37	1⅜	7¾		2	2	5 55	2¾
May	6½	5 35	1⅜	4		2¾	5	5 45	1⅝
June	7¾	5 30	1	6½		2¾	4½	5 40	2¾
July	8¾	5 25	¾	7½	5 20	1¾	5	5 36	2
Aug	8¾	5 27	¾	8½	5 17	1	4½	5 38	1⅞

Comparative prices of middling to fair Cotton at New Orleans, on the first of each month during a period of five years—together with the total receipts at New Orleans, and the total crops of the United States:

	1848-49. Cents.	1847-48. Cents.	1846-47. Cents.	1845-46. Cents.	1844-45. Cents.
September	5½ *a*	10⅝ *a* 12	7½ *a* 9	7¼ *a* 8⅜	6 *a* 7⅛
October	5¾ *a* 7	10 *a* 11	8¾ *a* 10	6⅞ *a* 8⅜	5¾ *a* 7⅛
November	5 *a* 6	7⅛ *a* 8⅛	9 *a* 10½	7 *a* 8	5⅛ *a* 6⅞
December	5⅛ *a* 6¼	6½ *a* 7¾	9 *a* 10¼	6½ *a* 7⅝	4¾ *a* 6¼
January	5⅜ *a* 6½	6½ *a* 7¾	10 *a* 11¼	6½ *a* 7⅞	4⅝ *a* 6¼
February	6⅛ *a* 7½	6⅝ *a* 8	11½ *a* 13	7⅜ *a* 7¾	4¾ *a* 6½
March	6⅛ *a* 7½	6½ *a* 7⅞	9½ *a* 11	6½ *a* 8¼	5 *a* 6½
April	6⅛ *a* 7½	6¼ *a* 7⅝	10⅝ *a* 11⅜	6⅝ *a* 8⅜	5¾ *a* 7½
May	6¼ *a* 7¾	5 *a* 6½	10⅝ *a* 12¼	6½ *a* 8½	5¾ *a* 7¼
June	7 *a* 8¾	5½ *a* 7¼	9⅞ *a* 11¾	6½ *a* 8	5⅞ *a* 7¼
July	7 *a* 8¾	5½ *a* 7¼	9¼ *a* 10¾	6½ *a* 8	6⅛ *a* 7½
August	9 *a*	5⅝ *a* 7½	10½ *a* 12	7 *a* 8½	6¼ *a* 7¾

	Bales.	Bales.	Bales.	Bales.	Bales.
Rec'ts N. O.	910,000	1,188,733	707,324	1,053,633	979,238
Crop of U. S.	2,030,409	2,350,000	1,800,000	2,100,537	2,400,000

Comparative prices of Sugar on the Levée, on the first of each month for five years:

	1848-9. Cents.	1847-8. Cents.	1846-7. Cents.	1845-6. Cents.	1844-5. Cents.
September	2½ *a* 4½	5 *a* 7¾	4½ *a* 7¼	6 *a* 6¼	5 *a* 6¾
October	2½ *a* 4¾	5 *a* 7½	6¼ *a* 9	6 *a* 7½	5 *a* 6¾
November	3 *a* 4½	3 *a* 5½	5½ *a* 7	5 *a* 7	4 *a* 5¾
December	2½ *a* 4½	2½ *a* 5	4½ *a* 7	4 *a* 6½	3 *a* 5¾
January	2½ *a* 4½	2 *a* 5	5 *a* 7⅛	4¼ *a* 6½	2¾ *a* 5¼
February	2¾ *a* 5	2½ *a* 5¼	5 *a* 7⅛	4 *a* 6⅛	2¾ *a* 5¼
March	2¾ *a* 5¼	2¼ *a* 5	5¼ *a* 7½	4 *a* 6¼	3 *a* 5½
April	2¾ *a* 5¼	2¼ *a* 5	5¾ *a* 7½	4 *a* 6¼	5 *a* 6¾
May	2¾ *a* 5¼	1¾ *a* 4¾	5 *a* 7½	4⅛ *a* 6¼	5 *a* 6¾
June	2¾ *a* 5	1½ *a* 4½	5 *a* 7½	4 *a* 6¼	4½ *a* 6½
July	2¾ *a* 4¾	2½ *a* 4¾	5 *a* 7¾	4 *a* 6⅝	4½ *a* 6½
August	3 *a* 5½	2¾ *a* 4¼	5¼ *a* 8	4½ *a* 7¼	5½ *a* 7

Comparative prices of Molasses on the Levée, on the first of each month, for five years.

	1848-9. Cents.		1847-8. Cents.		1846-7. Cents.		1845-6. Cents.		1844-5. Cents.	
Sept.	15	a 20	28	a 32	15	a 22	24	a 27	26	a 28
Oct.	17	a 21	28	a 32	20	a 25	21	a 24	24	a 26
Nov.	23½	a 24	22½	a 23	26	a 26½	21	a 22	20	a 21
Dec.	19½	a 20	19¼	a 19½	23	a 23½	21	a	20½	a 20¾
Jan.	18	a 91½	17	a 17¼	24½	a 25	21	a 21½	16½	a 17½
Feb	20	a 21¼	17	a 19	27	a	21	a 21½	14½	a 16
March.	15	a 19	15	a 21	29	a 29¼	22½	a 23	20½	a 21
April.	15	a 19	15	a 21	25	a 29	25	a 25½	25	a 26
May.	12½	a 18	12	a 16	26	a 30	23	a 23½	24	a 27
June.	12	a 18½	15	a 20	26	a 30	18	a 22	18	a 27
July.	8	a 18	15	a 20	26	a 30	15	a 20	20	a 27
August.	10	a 20	15	a 20	28	a 31	15	a 21	26	a 28

Comparative prices of flour, on the first of each month, for five years:

	1848-9. Dollars.		1847-8. Dollars.		1846-7. Dollars.		1845-6. Dollars.		1844-5. Dollars.	
September.	4	a 4¾	4¾	a 6	3½	a 4	3½	a 4½		a 6
October.	5	a 5¼	4	a 5	4	a 4⅝	3⅝	a 4¼	3⅞	a 4⅜
November.	4¾	a 5⅛	5¼	a 5⅝	5	a 5½	4½	a 5¼	4	a 4¼
December.	4⅝	a 5	5⅛	a 6	4⅞	a 5⅜	7½	a 8½	4	a 4⅜
January.	4¼	a 4¾	5½	a 6	4⅜	a 5¼	5¾	a 7	4⅜	a 5¼
February.	4⅛	a 5	4¾	a 5¼	6	a 6½	5	a 6¼	3¾	a 4½
March.	4½	a 5¼	5	a 5¾	5½	a 6¼	4⅝	a 5¼	4	a 4¾
April.	4⅛	a 5	5¼	a 5⅞	6	a 6¼	4⅛	a 5	3⅞	a 4⅝
May.	3⅞	a 5	4¼	a 5¼	5¾	a 6½	4	a 4¾	3⅞	a 4½
June.	4½	a 5¼	4¼	a 4¾	6¾	a 7½	3⅜	a 4½	3¾	a 4⅜
July	3⅞	a 5	4¼	a 5	6	a 7	3	a 4	3½	a 4⅜
August.	6	a 7½	4	a 4⅝	4	a 5½	3¼	a 4	4	a 4¾

Comparative prices of Mess and Prime Pork, on the first of each month for two years:

	1848-9. Mess. Dollars.		1848-9. Prime Dollars.		1847-8. Mess. Dollars.		1847-8. Prime. Dollars.	
September.	11¼	a 11½	9	a	15	a	12½	a 12¾
October.	12¼	a	10¼	a	13½	a 13¾	12¼	a 12½
November.	10¼	a 10½	9¾	a 10	12⅛	a 12½	11¼	a
December.	10	a 10½	9	a 9½	10⅝	a 11	8⅝	a 9
January.	11	a 11¼	9½	a 9⅝	9	a 9½	7	a 7¼
February.	10¾	a 11¼	9⅞	a 10	9½	a 9¾	7	a 7¼
March.	10¾	a 10⅜	9	a 9¼	9	a 9¾	7	a 7¼
April.	10	a 10⅛	9	a	8¾	a 9	6¾	a 7
May.	9⅝	a 9⅞	8¾	a	8⅛	a 8⅜	6¾	a 7
June.	9⅜	a 9½	8⅛	a 8¼	9½	a	7⅜	a 7½
July.	10½	a 10¾	8½	a 8¾	10	a	7⅝	a 7¾
August.	9¾	a 10¼	8⅛	a 8¼	10	a 10¾	7½	a 8

Comparative prices of Corn, in sacks, on the first of each month for five years:

	1848-9. Cents.	1847-8. Cents.	1846-7. Cents.	1845-6 Cents.	1844-5. Cents.
September.	52 a 57	50 a 55	36 a 40	40 a 42	43 a 44
October.	48 a 53	50 a 75	60 a 65	35 a 38	40 a
November.	52 a 58	41 a 50	58 a 75	45 a 50	43 a 45
December.	42 a 51	45 a 50	60 a 70	80 a 82	34 a 37
January.	35 a 40	54 a 60	55 a 67	55 a 63	37 a 38
February.	34 a 43	40 a 55	80 a 90	40 a 50	38 a 40
March.	30 a 41	36 a 42	75 a 90	47 a 52	40 a 41
April.	20 a 40	30 a 38	80 a 95	42 a 50	35 a 36

May	30 a 45	22 a 28	55 a 70	40 a 50	35 a 38
June	50 a 55	32 a 36	65 a 80	35 a 40	28 a 32
July	50 a 53	33 a 39	65 a 75	25 a 32	30 a 34
August	50 a 56	36 a 42	40 a 50	30 a 35	34 a 36

Comparative rates of freight, on Cotton and Tobacco to Liverpool, Havre and New York, on the first of each month, for the past two years:

COTTON—PER POUND.

	1848-49.			1847-48.		
	Liverpool.	Havre.	N. York.	Liverpool.	Havre.	N. York.
Sept	5-16d	—	1/4ct	1/2d	c t	1/2
Oct	7-16	7/8	3/8	5/8	1 1/4	1/2
Nov	15-32	7/8	1/2	5/8	1 1/4	5/8
Dec	15-32	7/8	1/2	1/2	1	1/2
Jan	15-32	7/8	1/2	7-16	1	3/8
Feb	9-16	1	5/8	1/2	1	1/2
March	9-16	1 1/8	5/8	15-32	15c16	1/2
April	5/8	1 1/4	3/4	9-16	1	1/2
May	7-16	7/8	1/2	9-16		5/8
June	1/4	5/8	1/4	7-16		3/8
July	3/8	5/8	1/4			3/8
August	3/8	3/4	1/2	5-16		1/4

TOBACCO—PER HOGSHEAD.

Sept	25s	$2 00	40s 0d	$	$5 50
Oct	37s 0d	4 25	40 0		4 75
Nov		4 75	40 0		6 00
Dec	38s 6d	5 25	40 0	9 50	4 75
Jan	40s	6 25	40 0	9 50	4 00
Feb		8 75	39 0	9 50	4 75
March		$11 00	8 50	40 0	5 25
April		11 00	9 75	40 0	5 25
May	40s	5 75	45 0		7 50
June	30s	8 00	2 00	36 0	4 75
July	30s	8 00	4 00	35 0	9 00 4 00
August	30s	8 00	4 00	30 0	7 00 2 00

Monthly arrivals of Flat boats, for the past season.

Months.	Ohio.	Ky.	Ia.	Va.	Penn.	Ill.	Mo.	Iowa	Ark.	Ala.	Tenn.	Miss.	Total.
Sept	6	1	3										10
Oct	5					1		1				1	8
Nov	8	11	4				1	4					28
Dec	80	38	58	3		2	4	3			3		191
Jan	82	39	59	7	10	4	1	1	1		19	1	224
Feb	55	11	92		18	17	1				5		199
March	37	9	90	2	10	15				9	12	8	192
April	16	7	108		25	15				10	3	20	204
May	3	6	18		6	4				12	11		60
June	4	4	3	1	19	1	2				8		42
July		12	2										14
August	2	10	10		2								24
Total	298	148	447	13	90	59	9	9	1	31	61	30	1196

Also about 300 from various States with cattle, sheep, hogs, lumber, &c.—making a total of 1496.

Imports of specie, for three years, from 1st September to 31st August:

1848-9	$2,501,250
1847-8	1,845,808
1846-7	6,680,050
1845-6	1,872,071

Foreign merchandize. Direct imports of Coffee, Sugar and Salt, for three years—from September 1st to August 31st:

		1848-9.	1847-8.	1846-7.
Coffee, Havanna	bags,	16341	8590	43931
Coffee, Rio	bags,	299129	239371	205111
Sugar, Havanna	boxes,	14775	12574	45889
Salt, Liverpool,	sacks,	508517	300943	344852
Salt, Turk's Island, &c.	bush.	249001	361184	194431

FOREIGN COMMERCE OF NEW ORLEANS.

Through the politeness of Messrs. Desforges and Kane, register clerks at the Custom House, we are enabled to lay before our readers the following valuable statistics in reference to the commerce of New Orleans:

EXPORTS—PRODUCE AND MANUFACTURE U. S.

	1st qr.	2d qr.	3d qr.	4th qr.
In Am. vessels to foreign countries	3,196,225	5,743,294	4,604,158	8,865,844
In foreign " " "	1,438,824	1,361,981	7,799,865	3,999,627
Coastwise,	3,636,658	5,274,164	13,807,966	5,664,965
	8,271,707	12,379,439	26,211,989	18,530,436

Total for year ending June 30, 1849, ... $65,392,571
The year previous, ... 67,182,323

TONNAGE ENTERED.

No. vessels from foreign ports.				No. tons. 1st qr.	2d qr.	3d qr.	4th qr.
American,	121	182	189	205	39,840 88	51,391 05	66,204 70	73,387 79
Foreign,	27	73	151	93	8,475 29	72,140 21	74,468 07	46,112 53
Coastwise,	336	363	460	399	87,798 43	114,387 66	140,267 01	119,446 52
	474	628	800	697	136,114 65	237,918 92	280,939 78	238,946 84

Total to June 30, 1849, ... 2,599 ..... 893,920 24
The year previous, ... —— 900,448 47

TONNAGE CLEARED.

No. vessels for foreign ports.				No tons. 1st qr.	2d qr.	3d qr.	4th qr.
American,	128	184	171	234	48,208 45	78,797 13	62,790 39	104,831 03
Foreign,	41	74	103	102	19,000 78	22,990 17	101,100 24	51,933 47
Coastwise,	353	397	642	442	82,109 01	103,015 51	181,373 71	113,015 54
	522	655	916	778	149,318 35	204,802 81	345,264 39	269,780 09

Total to June 30, 1849, ... 2,871 ..... 964,165 69
The year previous, ... —— 961,015 07

REMARKS OF THE BULLETIN UPON ANNUAL TABLES, DUTY OF NEW ORLEANS, ETC.

In reviewing these details, while we are struck with the steady increase of our city, both in its inland and foreign trade, we cannot admit that the improvement has been commensurate with its extraordinary natural advantages. Situated at the mouth of that mighty stream, which, in uniting by its numerous navigable tributaries remote States and various climates, presents a striking image of commerce itself, its site alone should give it a high rank as a commercial metropolis; but when we also regard its genial and delicious climate, its general salubrity, and the value of the peculiar agricultural products of the surrounding country, it seems pre-eminently fitted to be the true emporium of the South and West. It has nevertheless had to contend with powerful antagonists. The annually increasing capital of the North, concentrated in its great cities, and wielded for their particular benefit, has exercised even a stronger influence than our local superiority; and a considerable portion of the inland trade for which our city is the natural mart, whether for sale, deposit or transhipment, has passed by the Western Canals and Railroads to its Northern rivals. Our

sagacious merchants are far from being blind to this subject. They see the full magnitude of the evil, and can well calculate how much of the great stream of commerce, which ought to find its only embouchure at their wharves, has been diverted by the inland routes to New York and Boston. But their capital, less in proportion to the extent of their business than that of any other mercantile community in America, is too limited for them to undertake, by individual action, objects which can only be effected by the united powers of the whole community. With a simultaneous and energetic effort at home and abroad, the busy scene that will soon be exhibited on the distant Isthmus of Panama, might be presented on the Tehauntepec route, in which the entire population of the West and South are so much more interested. Our neighboring city, with a degree of enterprise and public spirit well worthy of emulation, is energetically pushing forward her great Western Railroad, the completion of which must largely increase her business and resources and the value of every foot of ground within her boundaries. Shall we stand idly by without even exercising our legitimate influence to obtain from Congress the necessary appropriations for the improvement of the navigation of our great "inland sea?" This, at least should receive our earnest attention, even if we should make no immediate attempt to expedite communication with the North by the projected railroad from Pensacola to the South-western terminus of the Georgia lines, or by a Railway or a Ship Canal across the peninsula of Florida. Every inhabitant of our city, and particularly every owner of real estate within its limits, has a direct interest in such improvements. Our policy is clear. The greater our natural resources the more effectual should be our measures to develop them to their full extent. At the same time we should relieve Commerce of all unnecessary restrictions and increase its facilities by every means at our command. Pursuing this wise course, the business of New Orleans must increase with an accelerated progress, and our future Commercial Annals exhibit a far brighter page than we have here presented.

REVIEW PRINCIPAL STAPLES 1849.

COTTON.—This leading staple of our market, has, during the season just closed, escaped the violent fluctuations of the previous year, but some peculiarities have marked its progress, which will be found noticed in the following summary.

The season opened under great depression, from want of competition in the demand, and from an unusual degree of uncertainty in respect to the supply, the extreme estimates of the crop varying more than 500,000 bales. The unsettled state of Europe also continued to exercise an unfavorable influence, as it curtailed the operations of the British manufacturers, and caused prices to rule low, and the stocks to accumulate, in the great markets of England.

EXTENT OF CROP, ETC.—The total receipts at this port since first of September last, from *all sources*, are 1,142,382 bales. This amount includes 51,585 bales received from Mobile and Florida, and from Texas *by sea*. [That portion of the Texas crop which reaches us via Red River cannot be distinguished from the product of Louisiana.] Deducting from our total receipts the above amount received from Mobile, Florida and Texas, the remainder shows our *receipts proper* to be 1,090,797 bales, or a decrease of 97,936 bales as compared with last year. The total exports during the same period are 1,167,303 bales, of which 645,018 bales were shipped to Great Britain, 154,647 to France, 161,827 to the North and South of Europe, Mexico, etc., and 205,811 to United States ports, including 2,300 bales to Western States. Comparing the exports with those of last year we find an increase of 13,679 bales to France, and of 7,526 to the North and South of Europe, etc., while to Great Britain there is a decrease of 9,065 bales, and of 44,662 bales to United States ports. The total receipts *at all the Atlantic and Gulf ports*, up to the latest dates received—as shown by our General Cotton Table—are 2,708,514 bales, against 2,325,108 bales to same dates last year; showing an increase of 383,406 bales. This amount, however, it should be understood, does not represent *the actual crop of the United States*, as this cannot be made up until the full returns of receipts, exports, stocks, etc., are concentrated at one point. For a series of years the statement of the cotton crop has been made up by the *New York Shipping and Commercial List*, and should they retain the usual basis of their calculations, the *actual crop* will fall short of the *receipts at the ports*, as the stock at Augusta and Hamburg will be less than it

was at the close of last year, and the difference between the two stocks will be deducted from the receipts, as belonging to the crop of last year. At all events the crop of 1848–9 cannot vary greatly from 2,700,000 bales.

It will be seen by the above summary that the largest crop ever produced in the United States has been disposed of, leaving on hand, to enter into the supply of the coming season, a lighter stock than has been known for years past, as the whole quantity in the Southern shipping ports is only 46,194 bales, and the amount held back in the interior is known to be unusually small. It is gratifying also to notice that, notwithstanding the very gloomy opening of the season, and the marked depression of prices, a gradual amendment has taken place with the progress of the year, and that a much higher range of prices was attained at the close, than the most sanguine could have anticipated, as it was apprehended that the supply, in view of the troubled state of Europe, would prove excessive, whereas the result shows a proportionately increased consumption both in Europe and our own country. The table of import, delivery, stock, etc., in the whole of Great Britain, for the six months ending on the 30th June last, stands as follows:

	1849.		1848.
Stock 1st January,.....bales	496,050		451,940
Import six months,.....	1,324,955		1,033,067
Making a supply of.....	1,821,005		1,485,007
Export six months,.....114 500		66,000	
Consumption,.....851,205—	965,705	.....682,307—	748,307
Stock 30th June,.....	855,300	.....	736,700
Weekly average taken for consumption, ...	32,738	.....	26,242

Thus the quantity taken for consumption in Great Britain, in the first six months of the current year, is found to exceed the amount taken for that purpose in the same period last year by 168,898 bales, and what is still more remarkable under all the circumstances, it exceeds by a few bales the weekly average of 1845, which was, perhaps, the most prosperous season ever known to the British manufacturer. This recovery of the maximum of consumption has also been attended by a material advance in prices, and the last quotation for middling cotton at Liverpool was 5⅜d., or 2d. above the lowest point of the season. the quantity taken on speculation at Liverpool alone, from January 1st to August 3d, 1849, was 365,340 bales, against only 50,250 bales during the same period the previous year. At Havre, the delivery for consumption, for the first six months of the current year, amounted to 193,971 bales; exceeding the quantity taken in the same time the year previous by 73,321 bales, or about forty per cent. In the United States the quantity taken for consumption cannot vary much from 650,000 bales, though the New York cotton statement will doubtless make it considerably less, as that does "not include any cotton manufactured in the States south and west of Virginia."

Prospects for the future.—Having thus traced the progress of our market during the past season, from its opening to its close, we now come to the point which claims of us some reference to the probable prospects for the coming year. The question of supply, in view of the increase of consumption, has again become of paramount importance, and is likely to challenge a closer scrutiny than for some years past. It is a question that is always involved in much uncertainty, particulaly at so early a period of the season as this, and the indulgence in anything like definite estimates would be presumptuous in the extreme, as so many vicissitudes may yet arise to the advantage or disadvantage of the growing crops. We think it may be safely asserted, however, that, what with the frosts of April, which by rendering replanting necessary to an important extent, retarded the progress of cultivation several weeks in some sections, and the excessive rains of July, which washed the hills, flooded the lowlands, and kept the grass and weeds rank in the fields—and still further, the recent destructive overflow on Red River—there can hardly be a doubt that the total product of the present season will fall short of the last by several hundred thousand bales. This conviction, with the greatly enhanced prices which peculiar circumstances caused to be realized at the close of the season, it is to be

apprehended may give rise to rather extravagant expectations on the part of planters, which may perhaps be productive of disappointment, as it should be borne in mind that European affairs are still in a very unsettled state, and that any great enhancement of prices must inevitably check the ratio of consumption. Nevertheless, with the experience of the past year in view, and indulging in a reasonable estimate of future prospects, there seem to be strong grounds for the belief that the rates for the coming crop must attain a much higher average than was realized for the product of the past season. It may be noted as an encouraging feature, that the food crops of Great Britain and the Continent give favorable promise, and it is to be hoped that other elements will not be wanting to insure the realization of a prosperous trade.

The first bale of the present year's growth was received on the 7th of August, from the interior of this State; being only two days later at market than the first bale of the previous year; but it was not until the 19th of August that any further portion of the crop came to hand, and the total receipts of the *new crop*, up to this date, are 477 bales, being the smallest quantity for many years, except in the short crop year of 1846, when the receipts of new crop up to the 1st of September were only 140 bales. These remarkably light arrivals, in view of the comparatively high prices that are obtainable, may be considered as fully corroborating the general assertion that the crop is very backward, and this fact will doubtless have its influence with parties interested, in forming their estimates of the probable product. The quality of the new supplies thus far, this season, proves much superior to those of last year, and they give warrant for the expectation of a considerably higher average classification than was attained for the crop of 1848. The sales of new crop up to this date amount to 200 bales, at a range of 10½ to 12 cents for good middling to good fair, with some *fancy* parcels at 13 to 14 cents per pound.

In addition to the causes already enumerated, as operating against the production of a full crop, the past few days have brought intelligence that the boll worm is quite destructive in many sections, and that in several portions of Louisiana and Mississippi caterpillars have appeared upon the plants, which it is feared may prove the same species of worm that committed such ravages in 1846. It is devoutly to be hoped, however, that this may not be the case, or at least that the lateness of their appearance, and a favorable change in the weather (which has thus far been rather too wet) will prevent the accomplishment of very extensive injury. Some two or three weeks (perhaps less) will determine this important point.

Sugar.—In our last annual report we remarked that the prospects for a large yield were by no means as flattering as they were at the same date the year previous, and that in no event was the crop likely to reach the very large production of 1847, notwithstanding the material increase in the cane cultivation. The result has sustained the correctness of our impressions in this respect, as the total crop, according to popular estimate (which, in the absence of more authentic data, we are again compelled to adopt), is computed at 220,000 hogsheads; being a reduction as compared with last year of 20,000 hogsheads. Placing the crop at 220,000 hogsheads (as above stated) and adding 12,000 hogsheads for the estimated stock on hand 1st September last, would give a supply of 232,000 hogsheads, the distribution of which, as near as can be ascertained, has been as follows: shipments out of the State by sea, including those from Attakapas, equal to about 97,000 hogsheads; consumption of the city and neighborhood, furnished in small parcels, of which there is no record, 14,000 hogsheads; taken for refining in the city and State, 8,000 hogsheads; estimated stock now on hand in the State, 5,000 hogsheads; leaving as the quantity taken for the West 108,000 hhds. The shipments to the Atlantic ports amount to about 90,000 hogsheads; being an increase of 6,000 hogsheads, as compared with last year.

Prospects Sugar Crop.—We have been accustomed, before closing our remarks under this head, to make some reference to the growing crop, and to the prospects of supply, and we now propose devoting a brief space to that branch of our subject. It is generally known that the remarkable height attained by the waters of the Mississippi, during a lengthened period of the past season, caused extensive overflows along its banks, and, as a consequence, the entire destruction of many cane crops, and much damage to others, where the waters of the flooded swamps encroached upon the rear of the cultivated fields. The whole extent of

the damage by overflows is at present mere conjecture, and so widely different are the estimates of various parties, that we shall not venture to state any amount in figures. Of the crops that escaped overflow, however, we are pleased to notice that the accounts are generally of an encouraging character, and that the prospects of a fair yield are more favorable than at the same date last year; so that, notwithstanding the damage by overflow, should the season continue favorable for maturing and grinding the cane, and no killing frost intervene at an early date, what with the rather better prospects of the cane up to this time, the new plantations which will present their first product, and the further extended cultivation, there seems a strong probability that the crop will be at least fully equal to that of last year in amount, while the quality is likely to maintain a higher average, as the cane is understood to be further advanced toward maturity. As we have heretofore remarked, however, this is too early a period of the season for any approach to an accurate estimate of the final result, so liable is the plant to be unfavorably affected by various contingencies that may possibly arise. The remarkable fluctuations to which the culture of the cane has heretofore been subjected, are shown by the following table, which presents the annual product of Louisiana for a series of years:

Crop of 1848,	220,000 hhds.	Crop of 1838,	70,000 hhds.
" 1847,	240,000 "	" 1837,	65,000 "
" 1846,	140,000 "	" 1836,	70,000 "
" 1845,	186,650 "	" 1835,	30,000 "
" 1844,	200,000 "	" 1834,	100,000 "
" 1843,	100,000 "	" 1833,	75,000 "
" 1842,	140,000 "	" 1832,	70,000 "
" 1841,	90,000 "	" 1829,	48,000 "
" 1840,	87,000 "	" 1828,	88,000 "
" 1839,	115,000 "		

The prospects of a market, to which we shall briefly allude, are of course somewhat involved in the extent of the crop; but there are other considerations and contingencies which may be for or against the interest of the planter. The stocks in the northern cities are known to be unusually large, and the crop of Cuba—which has come in competition with the Louisiana crop in the northern markets to a greater extent during the past season than usual—is said to promise a very abundant yield. These points are unfavorable to the planter, but we notice, as a counterbalance, the fact that the supply in the West is unusually moderate, and also the probability that a larger proportion of the crop of Cuba will be diverted to the European markets than was the case last year; so that, should the product of Louisiana not materially exceed that of last year, and the quality prove better, as seems now to be the prospect, it would appear probable that last year's rates will at least be maintained, and it may be that even a higher average will be eventually realized.

Tobacco.—The crop, although by no means equal in quality to that of the preceding year, was nevertheless a tolerably fair one in that regard, and certainly better than we had reason to expect, from the unfavorable season and the character of the early receipts. The total receipts at this port since 1st September last, are 52,335 hhds., and the best information we have been able to obtain, leads us to believe that the quantity remaining in the country is smaller than for many years past. Among the receipts are included 8,000 hhds. Strips, and the quantity of Leaf tobacco inspected at the State warehouses since 1st September, is 37,113 hhds. The exports of the past twelve months amount to 52,896 hhds., and their distribution among the foreign and coastwise ports, as well as a comparison of the receipts, exports and stocks, for the last ten years, will be shown by our tables.

On the subject of the growing crop, we cannot of course speak with much confidence at this early period. We may state, however, that the unusually cold weather, accompanied by severe frosts, which prevailed throughout the West in April, caused a great scarcity of plants in many sections, and that a continuance of heavy rains for many weeks, in June and July, has further interfered with the prospects of the planters, some of whom were compelled to gather their crops at a very early period, and in an unripe state, in order to save them from total loss. At a later period, when we shall doubtless be in possession of

information upon which to base a more decided opinion, we may recur to this subject.

WESTERN PRODUCE.—The past season has witnessed a considerable increase in the receipts of most leading articles of western production, as compared with last year, and a glance at our tables will show a corresponding augmentation in our exports. The arrivals of *Flour* are 1,013,177 barrels, against 706,958 barrels last year; of *Indian Corn* equal to 4,785,000 bushels, against 3,600,000 bushels last year; of *Wheat* equal to 475,000 bushels, against 300,000 bushels last year; of *Corn Meal* the arrivals are much less, being only 12,097 barrels, against 47,543 barrels last year. The total exports of *Flour* amount to 778,370 barrels, against 472,519 barrels last year. Of this quantity 165,458 barrels have been shipped to great Britain and Ireland, 53,493 to the West Indies, &c., and the remainder to coastwise ports. Of *Indian Corn* the total exports are equal to 3,662,000 bushels, against 3,059,000 last year. Of this quantity 2,561,000 bushels have been shipped to Great Britain and Ireland, 313,000 to the West Indies, &c., and the remainder to coastwise ports. Of *Wheat* the exports to Great Britain and Ireland have been equal to about 100,000 bushels, and of the remainder of the receipts a part was consumed by our city mills, but the bulk was shipped to the North. A table published by the New York Shipping and Commercial List, makes the comparative exports to Great Britain and Ireland, from all the ports of the United States, from September 1st to August 1st in the past two years, as follows:

	1847-8.	1848-9.
Flour,.....barrels.....	178,782	1,056,431
Corn Meal,.....barrels.....	102,318	81,344
Wheat.....bushels,....	219,917	1,077,585
Corn,.....bushels.....	4,134,912	12,536,758

In regard to supplies for the coming season, we are sorry to observe that those of flour and wheat are not likely to be abundant. The accounts from the West respecting the wheat crops are unfavorable, and in the more southern States, such as Tennessee, Mississippi, Alabama, &c., where the crops were forward and flourishing, and the cultivation largely extended, the frosts of April caused almost total destruction. Of Indian corn, however, the great food crop of the country, it is gratifying to observe that there is a prospect of very ample supplies, though we notice that in the South recently there has been considerable complaint of damage from excessive rains. With the exception of lard, the receipts of which have fallen off somewhat, the trade in PROVISIONS has been still more extensive than last year.

HEMP.—We remarked in our last annual report that our information from the interior, in regard to the growing crop, gave promise of but a meager supply for the use of the Atlantic markets, and the result has proven the correctness of our statements, the entire receipts since the first of September having been only 19,856 bales, or 1728 bales less than last year. The certainty of a short supply caused shippers from the interior to place high limits upon their shipments, and thus for several months no orders could be filled in this market, the rates claimed being so far above the views of buyers. Indeed, there have been scarcely any sales of much importance here during the entire season, nearly the whole of the receipts having been forwarded to the North on country account. The few lots sold have been at a range of $125 @ $150 per ton for dew-rotted, and were taken for the northern markets, there having been no demand for Europe, and not a bale exported during the season to a foreign port. The total exports from this port since 1st September have been 19,179 bales, all of which has gone coastwise, and nearly the whole to New York and Boston. The following table exhibits the comparative receipts and average prices for a series of years:

	Bales.	Per ton.
1842–43,.....	14,873.....	$ 89 00
1843–44,.....	38,062.....	66 00
1844–45,.....	46,274.....	60 00
1845–46,.....	30,980.....	60 00
1846–47,.....	60,238.....	90 00
1847–48,.....	21,584.....	115 00
1848–49,.....	19,856.....	132 00

The accounts from the West respecting the growing crops are favorable, and there is likely to be an increase in the shipments to the Atlantic markets.

COFFEE.—The trade in this article continues to advance in importance, and our city has already attained to the position, at least as respects direct importations from Rio, of the leading market in the United States. The following statement shows the imports, stocks, &c.:

Estimated stock out of grocers' hands on 1st Sept., 1848, of all kinds,.....bags,....		5,500
Imports direct from Rio de Janeiro,.....	299,129	
Cuba, Laguira, &c.,.....	16,341	315,470
Received coastwise for sale (estimated),.....		40,000
Making a supply of,.....		390,670

Against a supply of 282,961 bags last year, or an increase of 78,009 bags. Of this increase 59,758 bags are in the direct import from Rio, 7,751 from Cuba, &c., and 20,000 coastwise. The present stock out of grocers' hands is estimated at 6,000 bags, of which 5,000 are Rio and 1,000 other descriptions; showing that the quantity taken for the consumption of the West and South has been 354,970 bags, against 277,500 bags last year, or an increase of 77,470 bags. The first Rio cargo of the season came to hand on the 5th October, but only a portion of it was new crop, and that of so *trashy* a quality that it would only command 5½ cents, while the old crop, of the same cargo, brought 6 cents per pound. Subsequently three cargoes of new crop were disposed of at 6⅛ cents round, but soon the rates began to give way, as the stock accumulated upon a dull market, and on the breaking out of the cholera in December, when for the moment all branches of trade were, as it were, panic-stricken, several thousand bags were sold at 5 cents per pound. This was the extreme of depression, however, and was but momentary, as speculators came forward and the market soon acquired an upward movement. In January the cargo rates had recovered to 6 cents, in February they were 6⅜, in March 6½ @ 6¾ and since then there has been a further gradual improvement, until, under a reduced stock and a fair demand for the West, we close at 7½ cents per pound. The last direct import from Rio was on the 22d June, at which date the stock on sale was estimated at 32,000 bags. It is now reduced, as already stated above, to 5,000 bags Rio and 1,000 of other descriptions—total 6,000 bags. The interior is understood to be unusually bare of stock, and the demand at this point is likely to be larger than in any previous year. At the same time the advices from Rio are that the crop of Brazil will be materially short in quantity, though of good quality, and from Cuba also the accounts are that the crop will be short, owing to excessive drought.—*Annual Price Current.*

AGRICULTURAL DEPARTMENT.

I. PROSPECTS OF THE COTTON PLANTERS.

THE Charleston *Mercury*, in estimating the probable effects of the large crop of 1848–9, presents some interesting figures. The supply of American cotton in Liverpool, from June 1st to January 1st, 1850, it estimates at 951,000 bales. The wants of that market for home consumption and export averaged for the first twenty-two weeks of this year, 28,000 per week; supposing the average continued, the remaining weeks will give 840,000 bales; leaving a stock on January 1st, 1850, of 110,000 bales, against 235,000 last year and 215,000 the year before.

2. FUTURE PRICES COTTON.

It is admitted that circumstances may arise which may effect the correctness of this estimate. Adverse causes may come into play during the interval, arising from the disturbed condition of European politics: or the prospects of their peaceful settlement, the comparatively light stock, and the prospect of a materially diminished crop for the present year, may cause a material advance

in prices, and check consumption. But we wish to show, and we think we have estimated, that the crop of 2,700,000 bales has created no glut in the market, even under the pressure of a European war, and that the present prices are too low in view of the relative supply and demand of the article.

Estimating the wants of the United States at 11,000 bales weekly, the Mercury estimates the total American stocks in our ports and inland towns, on 17th November next, 67,000 bales, against 319,102 bales last year and 263,846 in 1847. We really hope this good fortune awaits our cotton growers, and considering the present gloomy prospect of the coming crop in many quarters, we have no doubt that it will be so.

3. COST OF PRODUCING COTTON.

We have seen within a short time various statements published in regard to the cost of producing cotton and what should be its natural price. A writer in the Carolinian declares 5 cents will not pay in that State any profit. He takes an estate well managed, inferior to none in productiveness and affording more than an average yield in the State. The winter but not summer clothing was manufactured at the place. The number of acres was 550, much of which, four years ago, cost $25 per acre, number of slaves forty, one-half field hands. Estimating the negroes at $300 each and the land at $12, with stock, etc., the investment will be $20,000.

INCOME 1848.	
Bales of cotton 120; 350 lbs. = 42,500 lbs. at 5 cts.	$2,100 00
Increase in negroes,	200 00
	2,300 00
Deduct expenses, etc.,	1,383 00
	917 00
Value planter's superintendance,	417 00
Net income (or 2½ per cent.),	$500 00

EXPENSES AND LOSS FOR 1848.	
Wages of overseer,	$300 00
Blacksmith's account iron included,	35 00
Medicine and medical attendance,	30 00
Bagging, rope and twine for 120 bales cotton,	150 09
Blankets, thirty in number, at $1 12½ each,	33 75
Shoes, twenty-five pairs, at $1 25 per pair,	31 25
Cotton Osnaburgs, 300 yards, at 8 cents per yard,	24 00
Taxes (State, poor and bridge), say,	30 00
Salt, six sacks, at $2 each,	12 00
Nails, 100 lbs., at 5 cts. per lb.,	5 00
Hoes, one dozen,	4 50
Sugar and coffee for sick, 75 pounds, at 10 cts. per lb.,	7 50
Annual wear and tear of land, say 5 per cent. upon estimated value (6,600),	330 00
Contingencies, such as restocking the place with mules, wear and tear of wagons, etc.,	200 00
Cost of transporting 120 bales cotton to market, at 75 cents per bale,	90 00
Loss by death of old negro, say,	100 00
Whole expenses and loss,	$1,383 00

Mr. Solon Robinson, a very observant agriculturist, who has been traveling extensively in the South, furnishes some statistics to the same effect. He presents the case of Col. Williams's plantation, at Society Hill, S. C.

4. STATISTICS OF A CAROLINA COTTON ESTATE.

CAPITAL INVESTED.	
4,200 acres of land (2,700 in cultivation) at $15,	$63,000 00
254 slaves, at $350 each, average old and young,	89,900 00
60 mules and mares, and one jack, and one stud, average $60,	3,720 00
200 head of cattle, at $10,	2,000 00
500 head of hogs, at $2,	1,000 00
23 carts and 6 wagons,	520 00
60 bull tongue plows, 60 shaving do., 25 turning do., 15 15 drill do., 15 harrows at an average of $1 50 each,	262 00
All other plantation tools estimated, worth	1,000 00
	$161,402 00

CROP.	
331,000 lbs. cotton, at	
13,500 lbs. of bacon, taken for home place and factory,	675 00

Beef and butter for ditto and sales,	500 00	Bill of cotton and woolen cloth,	810 00
1,100 bushels of corn and meal for ditto and sales,	550 00	100 cotton comforters, in lieu of bed blankets,	125 00
80 cords of tan bark for his tan yard,	480 00	100 oil cloth capotes (New-York cost),	87 50
Charges to others for blacksmith work,	100 00	20 small woolen blankets for infants,	25 00
Mutton and wool for home use and sales,	125 00	Calico dress and handkerchief for each woman and girl, (extra of other clothing),	82 00
	2,430 00	Christmas presents, given in lieu of "negro crop,"	175 00
331,000 lbs.)	15,464 00	50 sacks of salt,	80 00
Cents,	4.7	Annual average outlay for iron and wood work for carts andwagons,	100 00
EXPENSES.		Lime and plaster bought last year,	194 00
Interest is only counted on the five first items, $158,620, at seven per cent.,	$11,103 00	Annual average outlay for gin, belts, etc.,	80 00
3,980 yards Dundee bagging, at 16 cts. (5 yards to a bale),	536 80	400 gallons of molasses,	100 00
3,184 lbs. of rope, at 6 cents,	191 04	3 kegs of tobacco, $60; 2 bbls. of flour, $10,	70 00
Taxes on 254 slaves, at 76 cts.,	193 04	3/8 of a cent a pound on cotton, for freight and commission,	2,069 60
Taxes on land	70 00		17,894 48
Three overseers' wages,	900 00	Deduct other products than cotton,	2,430 00
Medical attendance, $1.25 per head,	317 50	Cost of cotton,	$15,464 00
Bill of yearly supply of iron, average,	100 00		
Plows and other tools purchased, annual average,	100 00		
200 pairs of shoes, $175; annual supply of hats, $100,	275 00		

Showing the average cost of producing cotton per lb. a little less than 4 cents and 7 mills. Had this cotton sold at 6 cents, the profits would have been $1,973 68, at 7 cents, $5,285 04, which was about what it brought, being little more than 3 per cent.

5. STATISTICS ALABAMA COTTON ESTATE.

The following is given by Mr. Robinson as the results on a plantation in Alabama, in Marengo county, and owned by Robert Montague, esq.

EXPENSES.		CAPITAL INVESTED.	
Interest on capital at seven per cent,	$5,756 80	1,100 acres of land, at $25,	$27,500 00
Cash expenses, taxes, average,	100 00	120 slaves, at $400,	48,000 00
Blankets, hats and shoes, (other clothing all home-made),	250 00	4 wagons,	400 00
Medical bill, average not exceeding	40 00	5 yoke of oxen, at $30,	150 00
500 lbs. iron, $30; hoes and spades, $30,	60 00	30 mules and horses, at $75,	2,250 00
Average outlay for mules over what are raised,	100 00	4,000 bushels corn on hand for plantation use, at 35 cents,	1,400 00
Average expense yearly for machinery repairs,	20 00	Fodder and oats, do. do. do.,	200 00
Bagging and rope,	350 00	40 head of cattle, at $5, do. do.	200 00
	$6,676 00	70 do. sheep, at $2, do. do.	140 00
		250 do. hogs, do. do.	600 00
		20,000 lbs. bacon and pork, do.	1,000 00
		Plows and all other tools, do.	500 00
			$82,240 00

This crop, 128,000 lbs., at six per cent. net, will leave a balance of $1,004 20, which is just about enough to pay the owner common wages of an overseer, which business he attends to himself.

The Columbia South Carolinian, however, makes considerable havoc among the figures of Mr. Robinson, to which they present a very open flank. Referring to Mr. Williams's place, the editor says:

6. TRUE PROFITS OF COTTON PLANTERS.

Mr. Robinson has included 1,500 acres of land not in cultivation. All the land (4,200 acres) in his estimate of capital was valued at $15 per acre, so that here is $22,500 called "capital" in a business where it is no such thing. It may be said that land for fuel, timber, cattle pasture, and range for stock, are necessary to carrying on the business of cotton planting, and so it is; but we think one-half of the residue of the land, say 750 acres, would be a large allowance for these purposes. At the least, then, we make a reduction of the "capital" to the amount of $11,250—leaving the real capital $150,152. But the most glaring inconsistency which our agricultural tourist exhibits in calculating the profits of a business investment, is in adding the item of interest upon capital as expense. A person investing money in any enterprise is justly considered to be doing a fair business if he makes a small percentage over interest and expenses; and the statement which Mr. Robinson furnishes of Col. Williams's plantation, only proves that our fellow-citizen makes about 12½ per cent. on his capital, and that too with the price of cotton placed as low as six cents *in Charleston*—for freight and commission are included in the table of "expenses."

In the first place, the actual capital invested is clearly misstated, as we have shown above. In the second place, we deny the principal of adding interest on the capital, as part of the expenses, when the object is to find out the profits upon that capital. In the third place, Mr. Robinson calculates interest upon the cost of the stock of the plantation, which is obviously fallacious and deceptive, where its natural increase must amount to more than the interest. In the fourth place, he omits to add to the income of the plantation the natural increase of the labor employed thereon—an item which is always prominent in the planter's calculation, and which would unquestionably amount to 5 or 6 per cent. per annum upon their original cost. And, in the fifth place, he has entirely neglected the increased value arising from the yearly improvement of a well cultivated plantation. We think the case is fairly stated. The result then, according to our views, will be as follows:

Capital invested, $150,152 00.

INCOME OF THE FARM.			
331,136 lbs. cotton, at 6 cents,	$19,868 16	Income of farm,	$26,793 16
Bacon and other provisions,	2,430 00	The annual expenses of the farm, as itemized by Mr. Robinson, a full estimate, including freight and commission,	6,791 48
Increase of negroes, say 5 per cent., set down as capital $89,900	4,495 00		
	$26,793 16	Net profits of capital invest.	$59,991 68

These profits amount to over *thirteen per cent. per annum* over all expenses—the *Charleston* price of cotton being only put down at six cents. Suppose the crop averaged eight cents in Charleston, as it would do at the present time; the profits would be $26,614 40, or nearly 18 per cent.

The calculations of the Alabama plantation would, perhaps, show a still greater error, but we cannot arrive at correct results, as the whole number of acres, and not the quantity under cultivation, is given: and the statement made, that the plantation, having on it one hundred and twenty slaves, only made about $1,000 over interest and expenses, as Mr. Robinson says, just the common wages of an overseer! We know not what this tourist's object was in giving publication to a statement so much calculated to deceive. We have no doubt, however, but that he unwittingly made the mistakes referred to. We have shown that cotton planting, at a moderate price for cotton, pays 13 per cent. profit.

7. VINYARDS AND WINES AT THE SOUTH.

We notice the formation of a company vinyard at Mobile, and the meeting of a number of gentlemen interested in the cause. A committee of T. S. James, Chester Root, R. B. Hyde, B. C Rowan, A Cameron and A. J. Donaldson, were appointed to select a suitable locality for a vinyard, to assess costs of improvement and to inquire if any other branches of business should be connected therewith, etc. To stimulate these gentlemen in their labors very much has been and can be presented, as the reader will find by referring to the articles we have published from Mr. Weller, of North Carolina, and also to those published in the Mobile Herald, from the pen of that enterprising citizen of Mississippi, J. Noyes, esq. According to a report made some years ago to the Horticultural Society of Cincinnati, by Mr. Resor, who cultivated one acre in grapes, the profits are most flattering.

8. VINYARD PROFITS.

The vineyard was planted out with rooted plants in 1834, and came into bearing in 1837. The ground has always been thoroughly hoed in the spring and kept free from weeds, and never manured until last winter, when the ground was covered and in the spring dug in.

Entire cost of the vineyard (except the land) with the cultivation and making of wine for nine years:

2,300 small vines,.....	$138 00	years.....	225 00
2,300 pales,.....	46 00	Extra work in making wine, 9 years,.....	150 00
1,000 do. replaced,.....	20 00	Interest on investments before crop,.....	15 00
Trenching ground and planting,.....	80 00		
Manuring last fall.....	30 00		
2 months' work each year, 9			$704 00

The quantity of wine made in nine years was four thousand and three hundred gallons, which Mr. Resor very moderately estimates at seventy-five cents per gallon, from the press, although it is well known that the American wines at Cincinnati sell readily at one dollar and fifty cents per gallon, when one year old. These nine crops of wine, at Mr. Resor's low price, amount to three thousand two hundred and twenty-nine dollars and fifty cents. Deduct from this amount the cost of the vineyard and cultivation, and we find a profit of two thousand five hundred and twenty-five dollars and fifty cents for the nine years, or two hundred and eighty dollars and sixty-one cents per year.

COST OF FARMING VINEYARDS IN THE UNITED STATES.

	Per acre.		Per acre.
Ploughing and sub-soil plowing,.....	$5 00	trellis, at $6,60 per 100 lbs.	52 80
100 bushels lime, at 15,.....	15 00	30 lbs. twelve penny nails, at 5 cents,.....	1 80
403 vines, two years old at 15	60 45	Planting out the vine	7 00
500 chesnut or cedar posts, 3½ feet long and the size of large fence rails, 8 cents,..	40 00	Digging holes and setting posts	10 00
		Making trellis.....	7 95
800 lbs. iron wire, No. II, for			$200 00

The cost will vary in different locations, according to the price of lumber, lime and vines; but we feel confident that any where within one hundred miles of Philadelphia, a vinyard can be put out for two-hundred dollars.

9. ANALYSIS OF COTTON PLANT, SEED, SOIL, &c.

We have furnished in our back volumes several different analyses of the cotton plant, but the following from an English journal is so interesting for the conclusions which it deduces with regard to soil, etc., that we extract it:

ANALYSIS OF COTTON, WITH REMARKS ON THE SOIL AND CLIMATE ADAPTED TO IT: BY PROFESSOR LINDLEY.

Since our paper on the chemical analysis of cotton wool and of cotton soils was written, we have received an ANALYSIS OF NEW ORLEANS COTTON WOOL, and

of the seed of the same kind of cotton, made by an American chemist, which, we believe, has not yet been published. This is interesting not only on its own account, but as showing the great value of employing the seed as a manure for the cotton plant.

One hundred parts of cotton wool, on being heated in a platina crucible, lost 85.89 parts. The residuum, on being ignited under a muffle till the whole of the carbon was consumed, lost 12.735, and left a white ash which weighed nearly 1 per cent., or 1.9347. Of this ash nearly 44 per cent. was soluble in water. Its constituents were as follows:

Carbonate of potash (with a trace of soda),	44.29
Phosphate of lime (with a trace of magnesia),	25.34
Carbonate of lime,	8.97
Carbonate of magnesia,	6.75
Silica,	4.12
Sulphate of potassa,	2.90
Alumina,	1.40
Chloride of potassium, Sulphate of lime, Phosphate of potassa, Oxide of iron (a trace), and loss,	6.23
	100.00

Analysis of Cotton Seed.—One hundred parts, treated as before, lost 77.387, and the residuum, after being burnt under a muffle, left 3.986 parts of a perfectly white ash, the composition of which was as follows:

Phosphate of lime (with traces of magnesia),	61.34
Phosphate of potassa (with traces of soda),	31.73
Sulphate of potassa,	2.65
Silica,	1.68
Carbonate of lime,	.47
Carbonate of magnesia,	.27
Chloride of potassium,	.25
Carbonate of potassa, Sulphate of lime, Sulphate of magnesia, Alumina and oxide of iron, and loss,	1.68
	100.00

With respect to these analyses, we may for the present observe, that the seeds yielded nearly four times as much of the ash as the cotton itself did, and at the same time contained a much larger proportion of phosphoric acid and of lime. In this respect the quantity of both these substances is greater, as shown by the American analysis, than in that of Dr. Ure. Whether this may be owing to different kinds of wool having been employed, or to differences in the modes of analysis, can only be known when the analysis shall have been repeated by chemists with different kinds of cotton.

In resuming our observations on soils, it is first of all necessary to observe that, though no one will dispute the paramount importance of the chemical constituents of the soil, yet these may be considered in some respects to be only of comparative value, as it is equally necessary to attend to the physical state of the soil, and to both in connection with the climate of particular localities. The mechanical state of the soil, its greater or less degree of porosity or of tenacity, enabling the roots to spread with more or less facility, so as to fix the plant steadily in the earth, at the same time that they supply it with a large portion of its nutriment, is necessarily of great importance. But as a considerable portion of the food of plants is supplied by the air, its different states and due supply require also to be attended to, in addition to climate: no chemical composition or mechanical states will compensate for unsuitableness of climate. We all know that our oaks are as little likely to flourish within the tropics, as South American palms in our meadows; and no one now expects that our rich variety of orchids would flourish, if, supplying them with every requisite of site, of soil, of culture, and even of temperature, we denied them a moist atmosphere. And yet a few years only have elapsed since it was considered a rarity to flower these *air plants*, and also since mountain rice was attempted to be cultivated

here in the open air, because it came from a cool climate, and was said to be cultivated without irrigation. But it was forgotten that, during the season of cultivation in its native mountains, rain falls almost every day, and the air is in a state of continual moisture. So also in the culture of cotton, a certain state of the soil, both with respect to its chemical composition and its mechanical state, may be well suited to one situation, and yet not be desirable in another, chiefly from a difference in the condition of the atmosphere. For instance, a certain degree of porosity of the soil may retain and bring just enough of water within the reach of the roots, and yet if the atmosphere became more damp, the soil may require to be made dryer by drainage Again, if in another situation the air is more dry, and evaporation necessarily greater, both from the surface of the earth and from that of the leaves, a soil more retentive of moisture will be more suitable than one which is more open, and which thus allows moisture to escape, not only by evaporation, but by drainage. These varieties may be observed, not only in the soil and climate of different localities, but even in the same locality at different seasons of the year, especially in a country like India, which, in the language of meteorologists, is in many parts one of extremes. As plants obtain from the ground their water, holding in solution saline and earthy particles, and are dependent upon the air for the elements of organic matter, it is evidently essential to pay equal attention to both cases, for it is difficult, nay impossible, in both cases to say whether the soil or the climate has the most influence upon successful cultivation, and it is nearly as useless, to use the words of Mr. Neill, as "attempting to decide which half of a pair of scissors has most to do in the act of cutting, or which of the factors 5 or 6 contributes most to the production of 30."

With respect to the practical inferences deducible from the chemical analysis, we may first quote the opinion of Mr. Piddington, that carbonate of lime was essential to good cotton soil. Subsequently he observed that the American, the Maritius and the best Singapore soil, contain a considerable per centage of vegetable matter, and some part of it easily soluble in cold water, while the Indian soils contain very little vegetable matter, and this wholly soluble in water; but that the best contain a far larger proportion of carbonate of lime, and some of them their iron in a different state from the others. The lime, though not indispensable, he supposes may be highly useful; but he ascribes greater value to the presence of vegetable matter. For a soil in Bengal, which contained exceedingly minute proportions of lime and carbonaceous matter, and in which he cultivated cotton, worth from 9*d* to 11*d* per pound, as an experiment, for seven or eight years, during which he had always good and often abundant crops, he ascribes this effect to the plants having been constantly manured with the black, pesty earth, so abundant in the jheels (pieces of water) of India, and of which an average good specimen contains 26.00 per cent. of vegetable matter, and 15.00 per cent. of carbonate of lime, yielded chiefly by the small shells contained in the above deposits.

Mr. E. Solly, as the result of his analyses, remarks: "that the goodness of the soils from Georgia depended, probably, far more on the mechanical structure than on the chemical composition, and that the presence of lime or any other substance would appear of far less importance than that the soil should be, not too rich, but of a light and porous character, so that delicate fibres of the roots might penetrate easily in all directions." This opinion is probably not far from the truth, wherever the climate is most suitable to the cultivation of cotton.

Dr. Wight, after practical experience of some years, states that where it is in his power to choose, he prefers "a deep, dark colored, light, almost sandy loam, and if it has been long out of cultivation, so much the better." The black cotton soil, in which so much of the cotton of India is grown, and which is generally considered the best for the purpose, is remarkable for its power of retaining moisture; while of the red soil he says: "again, I am informed that in some parts of the country, for example, in the Vizagapatam district, the finest cotton crops, both as to quantity and quality, are raised on red soils, and the redder the better for the purpose." But the suitableness of these several soils we must consider in connection with climate.

10. INDIAN CORN.

[We have had for some time upon our table, and desired to publish, the valuable remarks and accompanying papers, presented by that distinguished agri-

culturist and statesman, the Hon. Joel R. Poinsett, before the Winyah Agricultural Society last year. It will be read with great interest by all who are interested in the culture of corn, and whose number is legion:]

REPORT ON THE CULTURE OF INDIAN CORN.

The Committee appointed at the last anniversary meeting of this agricultural society, to report on the culture of Indian Corn, have used their best endeavors to ascertain the several methods pursued in its cultivation by practical farmers in different parts of this continent and in Europe; and have, through their chairman, addressed letters to some of the most experienced and successful planters in this State, and received in reply important information, which they beg leave to append to this report.

This grain was named by Linæus *Zea Mays*, and classed *Monœcia Triandria*. It is now conceded to be a native of America, and appears to have been by the first conquerers and earliest settlers, from the north-eastern part of North America to the southern provinces of Chili on the southern continent. Mais, or Indian Corn, was first introduced into Spain about the beginning of the sixteenth century, from whence its cultivation spread into Africa and Asia, where it has ever since been a favorite article of food. From Asia it was probably carried back to Europe, for we find it called in France *Bla de Turkie* (Turkish Corn), and in Italy *Gran Turco*. At the present day Indian Corn has been introduced and is cultivated in almost every part of the universe where the summers are sufficiently long and warm enough to ripen the grain—in France and Germany, as far north as 48° north latitude. In the south of France, on all the shores of the Mediterranean, in Spain, Italy, the countries of the Levant, in many other portions of Asia and of Africa, and in North and South America, it is the food in most common use. The English Quarterly Journal of Agriculture says: "It is that which, next to rice, supplies food to the greatest number of the human race; and it may be held to be the most valuable gift of the old world to the new." This grain adapts itself to almost every variety of climate, and is found growing luxuriantly in the low countries of tropical Mexico, and nearly equally well on the most elevated and coldest regions of the table land; in the rich valleys of the Cordilleras or the Andes, and on the sandy heights of those mountains, wherever a rill of water can be brought to nourish its roots. In short, it ripens under the sun of America, in every part of both continents.

Like other grains that have been long cultivated, Indian corn abounds in varieties. In Spain they count no less than one hundred and thirty, and here in the United States we might safely state the number at upward of forty. The differences consist in size, color, period of maturation and hardness and weight of grain. Of size, there exists a considerable variety, from the Zea Curagua, of Chili, and the Egyptian or chicken corn, both extremely diminutive, to the large white flint and gourd seed corn of these southern states. The differences in color are the red, yellow and white. The period of maturation varies, apparently, very considerably; but it is questionable whether this variation is real and independent of climate. In the North, corn ripens in a shorter period of time than it does with us in the South, owing, possibly, to the greater length of the summer day in those latitudes. It is true, if seed be brought from the North it will ripen earlier the first year than corn raised from seed grown here; but it is found the second year to require a longer term, and soon loses altogether its habit of early maturation. On occasions, therefore, when it is desirable to plant late in the season, seed corn raised at the North ought to be used, as it will mature in much less time than that raised at home. In the French catalogues, the *mais en poulet*, and the *quarantaine*, chicken and forty-day corn, are recommended as the earliest; but we have no means of judging the effect of climate upon these varieties. In selecting varieties, some experienced and judicious farmers prefer that which yields the greater number of ears, without regard to their size or number of rows. Others prefer that which furnishes one or two large ears, having from twelve to twenty-four rows. At the North, the yellow corn bears the highest price in the market, and in our country it is considered the most prolific and best suited to feed cattle and hogs. For bread, the white dutton is preferred at the North, and the white gourd seed is used for that purpose in the upper part of this State. We have a valuable variety cultivated in our interior, having rarely less than eighteen rows on the cob. We think, however, preference ought to

be given to white flint corn, as it is unquestionably the heaviest and contains the greatest proportion of farina. We believe that it would be advisable to purchase and sell Indian corn by weight instead of measure, as there can be no doubt the heaviest corn contains the greatest amount of nutriment.

The method of cultivation varies very much in this country, and in other parts of America and Europe. In Europe, generally, as well as in the northern States, it is sown much closer than our climate and the size and growth of our corn will permit, and the product is, in consequence, frequently greater. In Lombardy, where corn is sown in close drills, and still nearer proximity in the drill, the produce varies from fifty to seventy-five bushels to the acre. The land is highly manured, and the corn sowed after flax, rape seed, or on clover seed. In other and poorer districts of Italy, and in the south of France, the average does not exceed twenty-five bushels of corn and five of beans. In Mexico and throughout Spanish America, Indian corn is sowed about three feet and a half between the rows, and two feet apart in them. The average produce can hardly be estimated in so extensive a country, possessing such an infinite variety of soil and climate; but the product is abundant, especially in the south, where the lands are irrigated—much greater than with us in the Atlantic states. The fresh, strong and fertile lands of the West will compete, however, with the best in the world. The largest crops throughout that region, and indeed everywhere, appear to be made upon fresh turned sod; and next, wherever the earth, besides being enriched with an abundant supply of manure, is deeply stirred. In addition to what has been said by our President on the subject of subsoil plowing, in the subjoined letter we find the following observations in a memoir, published by one of the best practical farmers of Delaware: "To obtain the greatest possible quantity of Indian corn from the least allowed quantity of land, the soil should be as deep as the farmers can make it—if possible, twelve inches. Admitting the same quality in each acre, it will, I think, be found on trial, that if one acre of land, the soil of which is four inches deep, and which has been plowed for the crop no deeper, will produce twenty bushels of corn, the same acre, extending the soil and plowing eight inches, will produce forty bushels; and if twelve inches, eighty bushels, with the same labor."

In the preparation of the land by manuring, we are inclined to the opinion that it is always better to spread the manure evenly over the surface, if the farmer has enough; next, to spread it in the ridges and bed over it; and, last and least, to put the manure in the holes where the grain is to be deposited. In the first method, where the manure is spread over the whole surface of the field, the lateral rootlets—which in good soil extend five or six feet from the stalk—receive abundant nourishment throughout the whole period of the growth of the plant; which is not the case where the manure is confined to the furrow or to the hills. In the dry summer of 1846, the difference in the crops of corn, treated in these several different ways, was very remarkable—the first yielding a fair average, while the others were burnt up and produced nothing.

Various methods are practiced of preparing the seed, both to preserve it from the devastation of birds and insects, by rendering it nauseous and repulsive to them, and by hastening its germination. For these purposes, the most common practice is to soak the seed corn in a weak solution of coal tar, separating the grains by means of sand or ashes. Another is to use an infusion of nitre with the coal tar, separating the grains as above. Others again recommend soaking the seed for eight and forty hours before planting, in a solution of muriate of ammonia. One pound of this salt being dissolved in a sufficient quantity of water to soak a bushel of seed corn. Thus prepared, the grains germinate more rapidly, and are said to maintain their superiority, *ceteris paribus*, throughout the growth of the crop. We have known a solution of sulphate of ammonia tried with equal success. It may be prepared by adding an infusion of gypsum (plaster of Paris) to a solution of carbonate of ammonia.

Your Committee agree entirely with the President of this Society, in his recommendation to cease the use of the plow, in cultivating Indian corn, early enough to permit the rootlets to attain their full growth, and to clear and to lay by the crop with the cultivator and hoe. To shorten these feeders is to diminish the produce of the crop, as his well conducted experiments will show.

In many parts of our State it is the practice to top the corn, and in all, to strip the blades at the period when the grain is considered sufficiently ripe; but in the north-eastern and western States it has been found, by experience, more profita-

ble to cut the corn off at the surface, and stack it in small stacks in the field, until the grain is sufficiently hardened to admit of its being hauled in. It is then stripped from the stalk and shucked at the bin. With us in the low country, the shucks are left on the stalk and both exposed to rot for manure, and not unfrequently both are piled up and burnt. This must be regarded as a wasteful process. The stalk, when properly cured, contains a great deal of saccharine juice; so much, that in many parts of Spanish America, sugar was made from the stalk of maize before the introduction of the sugar cane. The shuck is always cured and put away, in the upper country, and the best farmers there throw a few handfuls of salt upon each layer of shucks. This provender would be found very useful on our plantations, and prove a wholesome and nutritious food for working cattle and mules.

As the experience of more than a quarter of a century proves the superiority of cutting off corn at the ground and stacking it in the field, over the method practiced by us, the gain being no less than ten per cent., we will, at the risk of being a little too tedious, describe a very common method of performing this operation. A laborer, walking between the second and third rows, counts to the eighth hill, and ties or locks together the stalks on the four center hills, above the ears, which four hills are not to be cut, but left as a support to begin the stack. He then counts on sixteen hills further, and ties the four hills in the same manner; and so on through the whole field. Two cutters follow between the first and second, and third and fourth rows, cutting the corn close to the ground and casting it forward; the carriers take it and set it up straight in equal proportions round the four stalks left standing. For security against the high winds, these stacks may be bound round two-thirds of their height from the ground. Others, again, simply cut all the corn and stack it in the field, thirty or forty stalks to the stack, binding the stalks together near the top. After the corn and stalks are hauled home, and the latter stripped, they may be stacked in the form of our potato houses, with two crochets at each extremity, a ridge pole and a few laths The first row of stalks is placed with the butts on the ground, and the succeeding rows with the butts uppermost, so as to allow the water to drip along the leaf blade. The interior of such stacks serves to store pumpkins, turnips, &c., and preserves them from the frost.

Your Committee will conclude this report by giving the opinion of the celebrated agriculturist, Arthur Young, in relation to this plant. He first met with Indian corn in France, and at once appreciated its full value. He says: "For the inhabitants of a country to live on that *plant*, which is the preparation for wheat, and keep their cattle fat upon the leaves of it, is to possess a treasure for which they are indebted to their climate." "Planted in squares, or rows, so far asunder that all imaginable tillage may be given between them, and the ground thus cleaned and prepared at the will of the farmer, is an invaluable circumstance; and finally it is succeeded by wheat. Thus a country whose soil and climate admit the course of 1st, Indian corn, and 2d, wheat, is under a cultivation that perhaps yields the most food for man and beast that is possible to be drawn from the land."

The superiority of this rotation is to be accounted for, not only by the reasons assigned by Arthur Young, that the successful cultivation of Indian corn requires that the land should be highly manured, thoroughly and frequently stirred, and kept clean from grass and weeds; but because, through the medium of its broad leaves, this plant derives a large portion of its nourishment from the atmosphere, and, possessing less gluten than other cereals, extracts from the earth materials not required for the growth of wheat. In consequence of this eulogium, and of the subsequent publications of Cobbett on the same subject, several attempts were made in England to cultivate Indian corn, but hitherto without success. It is to be seen there only in gardens, where it is raised and brought to maturity by forcing it forward in the early spring, and transplanting it into the open beds after the frosts are over. Wherever seen, it is an object of admiration. And its lofty stem, broad leaves, silken tassel and tall waving flower, justly entitle it to be considered the most beautiful, as it is the most bountiful, of all the cereal grasses.

Respectfully submitted,

J. R. POINSETT.

10. PANAMA COTTON.

[The specimens of cotton seed and cotton received in the annexed letter, have been distributed by us. The cotton is silky, fine and glossy, but with no length of staple. The seed are about the size of duck shot. We have given specimens to Gov. Seabrook, Gov. Hammond Joseph Edings, Rev. Mr. Wallace and R. G. Norton, of South Carolina; Andrew Calhoun and Col. A. J. Pickett, of Alabama; Gov. Towns, of Georgia; Senator Westcott, of Florida; Wm. Goodman, Thomas Affleck, Gen. Gerault, of Mississippi; W. E. Hamilton, Hon. H. Bry, Hon. S. Downs, of Louisiana; J. W. Clay, of Arkansas. The very few seeds that remain, can be had by any of our friends who will write for them.—Ed.]

Panama, New Granada, May 18th, 1949.

Mr. J. D. B. DeBow, Editor Commercial Review: Dear Sir—Herewith I send you a specimen of the "tree cotton," such as is seen growing wild upon the Isthmus. I send it to you, knowing the interest you take in the natural productions of the "South and West," and trust you will forward some of the seeds to such cotton planters as will give them a fair trial. Perhaps a "cross" may be produced with the ordinary cotton to the advantage of the latter. The tree from which the pods were plucked containing the specimens, was of about six inches in diameter and ten to twelve feet high. I have since, however, seen them of twelve inches diameter and from twenty-five to thirty feet in height.

Package No. 1 contains the cotton as taken from the pods, and is the contents of two pods. No. 2 is the cotton as separated, and No. 3 the seeds alone. These pods were six and a half inches in circumference.

You will not fail to notice with what ease the seed is separated from the cotton, and the peculiar silkiness of the fiber. Of course it will require but little "ginning." Yours, truly, W. A. BAKER.

11. SUGAR.

The following is a statement of the production and consumption of sugar for four years past, and estimate for the present year, together with the stock on the 31st of March of each year (in tons):

Growth.	1845.	1846.	1847.	1848.	1849.
British West Indies,	142,000	107,000	159,000	145,000	140,000
Mauritius,	36,000	43,000	65,000	57,000	45,000
Bengal,	67,000	68,000	70,000	60,000	60,000
French Colonies,	102,000	80,000	80,000	60,000	40,000
Dutch and Danish Colonies,	25,000	20,000	25,000	20,000	19,000
Cuba and Porto Rico,	115,000	230,000	310,000	290,000	210,000
Java,	89,000	86,000	81,000	79,000	75,000
Siam and Manilla,	15,000	26,000	30,000	20,000	20,000
Brazil,	93,000	75,000	112,000	120,000	80,000
Louisiana,	95,000	90,000	65,000	120,000	90,000
Beet Root,	70,000	80,000	90,000	90,000	70,000
Total growth,	849,000	905,000	1,087,000	1,061,000	845,000
Stock, March 31,	122,000	121,000	87,000	143,000	130,000
Total supplies,	971,000	1,026,000	1,174,000	1,204,000	975,000
Stock succeeding Mar. 31,	121,000	87,000	143,000	130,000	
Total consumption,	850,000	939,000	1,031,000	1,074,000	
Consumption in 1848,					1,074,000
For consumption in 1849,					975,000
Deficiency,					99,000

The low price diminishes beet root cultivation. Emancipation in the Danish and French colonies produces the same result.

PROGRESS OF OUR COMMERCE AND COMMERCIAL TOWNS.

1. THE RIO GRANDE TRADE.

Every month, almost every day, opens to the enterprise of our countrymen new fields of commercial progress. Since the close of the Mexican war, the Rio Grande has furnished an important medium of trade with that republic, growing, daily, more considerable, and extending even to the interior and most distant provinces. The port of entry, established by the last Congress, at *Point Isabel*, provides a valuable adjunct to the growing trade. This point is the location nearest to the mouth of the Rio Grande, where an immunity from the storms and floods of that region, and a sufficient draft of water, can be enjoyed. Its situation is on the main land, ten miles distant, in a straight line, from the mouth of the river, and it is approached through Brazos entrance. Vessels drawing six feet may reach the very wharf of Point Isabel, we believe, whilst those of larger tonnage discharge their cargoes at Brazos, to undergo a short and safe lighterage of three miles, to that place. An excellent road, of about 26 miles length, leads to Brownsville, a town which has rapidly grown up on the American side, opposite Matamoras, and so considerable is the merchandise transported over it, that we understand a railroad is in projection, which will not exceed 18 miles in length, and can be built at but slight expense. the route by Point Isabel and the Rio Grande, to New Mexico, Santa Fee, California, &c., presents numerous advantages. The Rio Grande may be made navigable for light steamers, to its junction with the Puerco. Regular steamers now ply from Brownsville to Camargo, and even Laredo. The most distant Mexican province now supplied by the traders of Santa Fee, by the way of Missouri, is not more than 500 miles from a navigable point on the Rio Grande. The cost of transportation from St. Louis to Santa Fee is now 40 per cent. in value upon the goods, and a great change may be anticipated, even should there be no railroad to California.

2. TRADE OF ST. LOUIS — TONNAGE.

The rapid growth of St. Louis, which already numbers 63,000 inhabitants, is one of the most remarkable evidences of the vigor of our great West. Like a young Hercules, she struggles against every misfortune, and rises superior to them all. Though disease may decimate her population, and fearful conflagration sweep off millions of her wealth, her recuperated energies need scarcely be tasked to heal again the breach. We always note, with delight, the evidences of her progress, and expect, when in the fullness of time the great valley shall be connected by a railroad with the Pacific, New Orleans and St. Louis will be the two great cities of the continent, capable of vieing with the empire city of New York! The following, from the St. Louis Union, will show the tonnage of St. Louis for 1847 and 1848:

Boats arriving from	1848. Number of steamboat arrivals,...	1848. Measured tonnage, of steamers,....	1848. Estimated tonnage, including keels, flats, &c.	1847. Estimated tonnage, including keels, flats, &c. .....
Illinois River,.....	710	101,391	140,000	104,000
Upper Mississippi River,.....	619	198,510	211,000	151,000
Missouri River,.....	363	57,640	57,640	55,000
Alton,.....	615	84,454	38,200	35,500
Coast,.....	105	23,120	12,000	1,800
Cairo,.....	136	28,103	29,000	14,000
New Orleans,.....	443	173,223	120,000	100,000
Ohio River,.....	506	103,546	83,000	75,000
Totals,.....	3,497	770,287	690,840	536,300

Of the estimated tonnage of 1848, about 26,700 tons is that of keels, barges, and flat-boats.

I will be seen, by the above table, that the increase of imports from New Orleans, and the Ohio River, has been 28,000 tons; while that from all other points, inclusive, has been 126,540 tons.

These data show the gratifying fact, that the agricultural receipts have increased in a far greater ratio than those which may be more strictly classed as imports.

Of the 260 steamboats engaged in this trade, 75 were built at Pittsburgh, 45 at St. Louis, 36 at Cincinnati, and the remainder at Louisville, Jeffersonville, Wheeling, New Albany, Brownsville, etc., etc.

The quantity of lumber landed at St. Louis, in 1848, was 22,890,299 feet; 15,854,500 shingles; 1,701,005 laths; 1,322,196 coopers' stuff; 39,865 cords of wood; also, 7,254 loads hay.

3. TRADE OF MOBILE.

From the Herald and Tribune's annual statement, we are enabled to furnish the annexed statistics. Mobile has lately exhibited great enterprise in her railroad projection to the Ohio, and in the energy with which she has pursued it. In the last season she lost about 10,000 bales cotton, which were brought directly from Montgomery to New Orleans, and in the coming season may, probably, lose more, since a new line of steamers will run between the two points, making the intercourse continual.

The net receipts cotton at Mobile, to 1st Sept., 1849, are 509,867 bales; the shipments to foreign ports, 396,341, valued at $12,300,718, being an average value, per bale, of $31.04; per lb., 6¼ cts.; and average weight, per bale, 509 lbs. The crop of south Alabama being worth $15,097,064.

Nine turpentine distilleries are in operation, and the receipts have been considerable, though not equal to the demand. The supply next year will be much larger, and the business must become an extensive and profitable one.

The lumber trade of Mobile is, also, important, forty or fifty mills being at work within that and Baldwin county. The exports have been over 5 millions feet, besides large quantities of staves, shingles, cedar logs, ship timber, &c.

There have been exported, this season, only 2,533 sacks Indian corn, and 679 bbls. flour; also, 458 packages and 6,872 loose hides; 150 bbls. tar, 550 do. resin, 63 do. pitch; 414 bales rope cuttings, 761 bales domestic goods, 25 bales cotton yarn; 22 casks beeswax, 214 do. tallow; 4,000 horns, 3,000 bones; 30 hhds. and 95 boxes tobacco.

4. COTTON CROP OF SOUTH ALABAMA FOR 28 YEARS.

Years.	Bales.	Increase.	Decrease.	Years.	Bales.	Increase.	Decrease.
1822,	45,423	20,033		1836,	237,590	36,745	
1823,	49,061	3,638		1837,	232,685		
1824,	44,924			1838,	309,807	77,122	4,900
1825,	58,283	3,359		1839,	551,742		
1826,	77,349	16,096		1840,	445,725	193,983	58,063
1827,	89,779	15,400	4,137	1841,	317,642		
1828,	71,155			1842,	318,315	673	128,083
1829,	80,339	9,174		1843,	481,714	163,366	
1830,	102,684	22,355		1844,	467,990		
1831,	113,075	10,391	18,624	1845,	517,196	49,206	13,724
1832,	125,605	12,530		1846,	421,966		
1833,	129,366	3,761		1847,	323,462		95,230
1834,	147,513	20,147		1848,	440,336	116,874	98,504
1835,	197,847	48,334		1849,	518,706	78,370	

By the tables of the *Advertiser*, we learn the exports of Mobile, for the year ending 31st July, 1849, have been $12,823,755.99.

5. CHARLESTON.

From the Charleston Courier we obtain the imports and exports of that city during 1848. The exports were, in all, $10,453,549; $2,481,864 of which being coastwise. 120 American vessels, with 28,949 tons, and 1,102 men, entered from foreign ports; also, 127 foreign vessels, with 39,336 tonnage, and 1,193 men.

The number of clearances to foreign ports was 187 American vessels of 57,348 tons and 2,152 men, and 158 foreign vessels with 49,900 tons and 2,090 men. The total value cotton and rice exported in *American* vessels, to foreign ports, $4,315,665; in *foreign* vessels, $3,521,281. Cotton and rice exported coastwise, $2,204,868.

6. COMMERCE OF NEW YORK.

Having furnished, in the pages of this No. of the Review, the statistics of New Orleans trade, we are anxious to present, at the same time, those of New York, our great commercial sister, in order that the reader may compare them together. He will be much aided by a reference to our No. for December, 1848, where a comparison of the shipping of each is made.

EXPORTS TO 31st AUGUST, 1848.

Wheat Flour, bbls.,	415,222	Ashes, bbls.,	17,368
Rye Flour, bbls.,	16,906	Wax, 100 lbs.,	4,369
Rice Flour, bbls.,	5,202	Salted Hides, No.,	382
Corn Meal, bbls.,	149,275	Tobacco, leaf, hhds.,	4,807
Bread, bbls.,	40,988	Tobacco, cases and bales,	6,731
Wheat, bu.,	304,939	Tobacco, manuf'd, 100 lbs.,	25,113
Corn, bu.,	2,477,363	Wool, 100 lbs.,	107
Oats, bu.,	21,399	Hemp, 100 lbs.,	6,184
Rye, bu.,	26,491	Hops, 100 lbs.,	3,434
Barley, bu.,	8,618	Clover Seed, bbls.,	2,367
Peas and Beans, bu.,	25,986	Flax, 100 lbs.,	4
Rice, tcs.,	18,834	Lead, pigs,	16,748
Beef, tcs.,	12,937	Sperm Oil, gals.,	89,095
Beef, bbls.,	24,212	Whale Oil, gals.,	1,423,601
Pork, bbls.,	74,927	Whalebone, 100 lbs.,	15,732
Lard, 100 lbs.,	143,657	Oil Cake, 100 lbs.,	92,095
Bacon and Hams, 100 lbs.,	117,441	Turpentine, bbls.,	159,933
Butter, 100 lbs.,	12,280	Spirits Turpentine, gals.,	425,064
Cheese, 100 lbs.,	117,629	Tar, bbls.,	26,863
Tallow, 100 lbs.,	29,815	Resin, bbls.,	127,529
Cotton, bales,	190,005		

IMPORTS.

We extract from the *Shipping List* the following comparative statement of the imports at New York during the past three years:

	1848.	1847.	1846.
Coffee, bags,	418,003	427,470	382,846
Cotton, bales,	379,902	289,252	322,456
Earthenware, crates,	28,291	27,762	29,417
Figs, drums,	87,202	144,776	35,893
Hemp, tons,	474	779	145
" bales,	52,624	57,186	43,623
Indigo, cases,	1,410	1,083	997
" ceroons,	1,900	764	1,164
Lead, pigs,	387,991	398,865	293,796
Molasses, hhds.,	76,047	76,971	73,822
" tierces,	6,576	5,931	5,168
" brls,	42,333	21,473	23,557
Raisins, casks,	9,903	7,896	7,962
" boxes	390,931	260,457	354,732
" drums,	828	1,384	3,305
Rice, tierces,	38,270	39,442	38,443
Salt, bushels,	2,009,897	1,947,913	1,303,663
Saltpetre, bags,	19,565	31,395	9,295
Sugar, hhds.,	108,703	87,861	67,238
" tierces,	2,258	779	577
" brls.,	19,946	17,765	7,242
" boxes,	125,354	144,898	85,744

Sugar, bags,	90,008	24,215	37,652
Tin, slabs,	54,291	26,750	21,801
" boxes,	174,049	125,442	231,830
Tobacco, hhds.,	12,213	11,946	8,674
" bales,	23,153	21,053	14,916
Wines, pipes,	846	725	1,289
" hhds.,	13,471	7,042	12,415
" qr. casks,	40,160	32,223	41,691
" bls.,	5,973	3,251	11,293
" boxes,	23,206	19,369	19,911

7. NAVIGATION LAWS.

The late change effected in the British policy, by a repeal of the navigation laws in many leading particulars, is likely to be very important in its influence upon the commerce of our country. Mr. Kettell, of New York, says, since the first modification of the navigation act, in 1815, the ships of the United States and of Great Britain have been upon a footing of perfect equality in the international trade. The vessels of neither nation have enjoyed any legal advantages over those of the other, and the result has been as seen in the following table:

	American ships entered.		British ships entered.	
	Tons.	Imports.	Tons.	Imports.
1828,	211,250	$21,502,152	80,864	$3,017,051
1847,	467,278	33,600,358	445,890	18,044,749
Increase,	276,028	12,098,206	365,026	15,027,698
	Cleared.		Cleared.	
	Tons.	Exports.	Tons.	Exports.
1828,	204,220	$19,602,658	68,886	$5,897,259
1847,	607,513	49,178,772	417,252	37,088,163
Increase,	403,293	29,576,114	348,366	31,190,904

This has been the progress of the international trade, the aggregate of which has vastly increased, and of that increase the American vessels have enjoyed the largest proportion. Thus, while the outward bound American tonnage increased 403,293 tons, the British increased 348,366 tons. Now, the protectionist would, in order to deprive foreigners of this latter amount, take from the American shipping interest the larger figure.

8. FOREIGN AND AMERICAN SHIPPING.

The discussion of the navigation laws, in England, although not likely to result in that radical change with respect to the coasting trade which the English ministry at first proposed, will be productive of much good, by removing some of the difficulties that present themselves in the way of the shipping interest; by which term is meant, not only ship owners, but ship builders, sail makers, cordage makers and hemp growers. The interest of ship owners is often at variance with these latter, because vessels built in a time of high prices and duties on hemp, cordage, canvass and iron, are of higher cost than when constructed of less taxed material, and the cheapening of these tends to the construction of a greater number of ships of American materials to compete with vessels of high cost, to the dissatisfaction of the owners of the latter. It is, undoubtedly, the case, that better and cheaper vessels can be built in the United States, of American oak, hemp, and canvass, than in any other part of the world; and as soon as American built ships, as proposed, can be naturalized in England, a large market will be opened for them. Thus it is the fashion, in and out of Congress, to appeal to the increase of Hanseatic shipping in our ports, as an instance of the unfavorable working of reciprocal treaties. The fact is, that those ships are mostly American, sailing under the flag of the Hanse Towns. The treaty with the Hanse Towns, made in 1827, by Henry Clay, contains the singular clause, that in consideration of the limited territory of those cities, vessels *owned* by citizens of either of those republics, wherever built, shall be deemed Hanseatic, provided

they are manned by a Hanseatic citizen, and that three-fourths of the crew are subjects of those cities. Now, it costs about $100 to naturalize a ship and master in the Hanse Towns, and an American vessel trading between the United States, West Indies, and the Hanse Towns, can change her flag, and sail as a Hanseatic vessels at smaller cost, because the German sailors require less provisions and wages than Americans. Such a vessel arriving in the United States is entered as Hanseatic tonnage, when, in fact, she is the result of American industry, and carries freight on American account. The following table indicates the tonnage of the leading nations that have entered the United States at different periods:

NATIONALITY OF TONNAGE ENTERED THE UNITED STATES.

	1833.	1846.	1847.	1848.
American,	1,111,441	2,151,114	2,101,359	2,393,482
Swedish and Danish,	26,838	27,672	43,807	41,897
Dutch,	1,309	4,299	13,621	12,758
Hanseatic,	29,285	63,669	84,875	82,805
British,	383,487	813,287	993,210	1,177,104
French,	20,917	13,666	30,704	24,970
Spanish,	33,560	7,504	18,852	29,342
Other,	2,109	49,642	35,277	37,315
Total foreign,	496,705	959,739	1,220,346	1,405,191
Grand total,	1,608,146	3,110,853	3,321,705	3,798,673

A considerable portion of this increase of British tonnage is nominal. Thus of 800,000 tons increase since 1833, very nearly one-half is in the small lake ports of northern New York. That is, there entered eight ports, Buffalo Creek, Sackett's Harbor, &c., in 1837, 55,000 tons British tonnage, and in 1848, 430,000 tons; and this apparent increase is merely repeated entries of the same small craft. The suspension of the navigation laws, in respect of breadstuffs, by England, France and Belgium, in 1847, greatly promoted the entry of foreign tonnage, to avail itself of the high freights for the food it was permitted to carry to England: and by this means the United States farmers were enabled to sell a considerably larger quantity of breadstuffs than the capacity of the American mercantile marine could transport. The modifications of the tariffs by the United States and Great Britain have produced a much greater international exchange of bulky articles, and the high freights of 1847 gave an impulse to ship building, manifest in the following table:

VESSELS BUILT FOR THE FOREIGN TRADE IN THE UNITED STATES.

	Tons built.	Sold to foreigners.	Lost at sea.	Condemned.	Net increase.
1846,	58,294	10,931	22,118	4,242	20,981
1847,	78,849	13,907	22,078	5,096	37,766
1848,	135,855	11,079	26,872	3,602	94,332

VESSELS BUILT FOR COASTING TRADE IN THE UNITED STATES.

1846,	129,929	.....	9,093	2,838	117,997
1847,	164,883	3,061	11,201	5,003	145,618
1848,	182,189	1,377	14,794	3,552	162,464

So rapid has been the increase of ship manufacture in the United States, and all interests have been improved by this increased demand for ships. Thus, on the usual calculation that every 500 tons requires 12 tons hemp for cordage, &c., the increased demand for that article, from riggers and cordage makers, must have been equal to 6,000 tons per annum, against an import of 1,350 tons. The reduction of duties on the foreign article has given nearly the whole demand to the American grower; because, when the duties were high, ships purchased the bulk of their outfits abroad, thus producing an effect the very reverse of what was intended by the tariff. The premiums to English ship owners to purchase American ships must greatly extend the demand, and in a higher degree promote the prosperity of the building interest.

The increase in the tonnage of the United States, in the different branches of trade, presents singular results, as indicated in the following table:

EMPLOYMENT OF UNITED STATES TONNAGE.

Foreign trade.	1835.	1846.	1847.	1848.
Freighting,.....	788,181	937,019	1,047,456	1,252,640
Steam,.....	.....	6,286	5,631	16,067
Whaling,.....	97,640	186,980	193,858	192,179
Total foreign,.....	885,821	1,130,285	1,246,945	1,360,886
Coasting trade.				
Freighting,.....	665,120	948,264	1,053,410	1,209,165
Steam,.....	127,181	241,606	399,210	411,823
Fisheries,.....	136,817	108,979	109,131	126.643
Total coasting,.....	929,118	1,399,270	1,554,253	1,747,631

The tonnage employed in foreign and coasting freighting shows a corresponding increase. The latter is entirely protected from foreign competition, while the former meets the vessels of all those nations with which we have reciprocity treaties, on entirely equal terms. Thus, between Great Britain and the United States the vessels of neither county are protected by laws, while, with the colonial trade, British shipping is supposed to have advantages, according to the protective theories, over the American. Now, notwithstanding the vast expanse of our inland waters, on which transportation is monopolized by American tonnage, the quantity employed increases no faster than the foreign, which is exposed to unlimited competition. On the other hand, its increase depends upon the prosperity of the foreign shipping. Thus, an active foreign demand for produce puts in motion the products of industry from the interior, and every ton on canals, rivers and lakes is required to bear the swelling wealth to the seaboard, to meet the external shipping demand. It is true, that railroads carry now considerable quantities, and may, in some localities, interfere with the tonnage of vessels; but, as a whole, their effect is probably to increase business for the shipping. There is one other point in the table, viz., that the cod and mackerel fisheries, the only directly protected interests among the whole, is the *only one that has diminished in magnitude*. Notwithstanding that that interest has been, annually, in receipt of direct bounties paid by the federal government, under the false plea of encouragement, they are the least prosperous of all. It may, doubtless, be discerned that a close affinity exists between their declining condition and their dependence on protection. How strongly they contrast with the whaling interest, which enjoys no protection, but after paying oppressive protective duties at home, goes forth into the Pacific, and drives all other nations from the business. So clearly and emphatically have they developed their superiority, that the English government abandoned the rivalry, and abolished the duties on oils. Under these circumstances, it may be considered, that whatsoever new channels may be opened to American enterprise, by modification of English laws, no American interest can suffer by allowing equally liberal concessions to the enterprise of the British. The fact is undenied and undeniable, that American ships are built of better materials, with better skill, and in better fashion, than those of any other nation; that both officers and men are as much superior to the English in intelligence, promptitude and activity, as the English undoubtedly are to the seamen of other nations; and these difficulties are by them to be overcome before they can hope to compete in an open field with the American mercantile marine. The first step toward this result will be the abolition of their navigation laws, their measurement laws, their timber duties and colonial regulations—all these are burdens, and absolute bars to British ascendency on the ocean, although they have, in protective slang, been called "encouragements." So long as no other nation could come up to the standard which Englishmen could reach, even when laboring with these clogs, the protectionists might allege that they were the cause of a superiority which they in fact only prevented from being more apparent; while, in the arrogance of her supposed ocean supremacy, and blind with the conceit of her legislative wisdom, to which she supposed the victories of Nelson were mainly

owing, she looked with supreme contempt on the American marine; which, pursuing its own way, was undermining her power.

9. SHIPPING INTERESTS OF NEW ENGLAND.

The commercial writer of the "Atlas," in an article less courteous than is expected from a high toned paper, has endeavored to refute the position assumed by me, that the proposed change of the navigation laws of Great Britain would greatly benefit New England, inasmuch as, on equal terms, our navigation defies competition.

His only argument is contained in the following array of figures. The honesty and fairness of their application, and the truth of the inferences drawn, we shall proceed to examine.

The foreign entries of American and British vessels in our ports, were as follows:

	American.	British.
1830,.....	967,227	87,231
1835,.....	1,352,653	529,922
1840,.....	1,576,946	582,424
1844,.....	1,977,438	766,747
1847,.....	2,101,359	893,210

Thus, to quote the writer's words, "In 1830 the foreign tonnage entered in our ports, stood about one to eleven, and in 1847, nearly ONE to TWO."

It cannot be denied that the treaty formed with England during the administration of Gen. Jackson, gave to British ships great and undisputed advantages, bringing them in competition with us, in our cotton ports, on the most favorable terms.

Their West India colonies, looking to the mother country and North American provinces for supplies of goods and timber, furnished to the outward bound British ships, good freights, on the discharge of which they were within a few days sail of our southern ports. The cotton freight was, with them, rather as an auxiliary, than, as with us, the main object of the voyage; and in the summer season, when American ships are generally lying idle, the British ships have been earning good and high freights by carrying timber from the Provinces to England. The only wonder is, that, under such unequal terms, we could have stood the contest at all. How we have come out of it, it will be our effort to show, taking the eight years from 1837 to 1845, when peace prevailed over the world, and commerce was undisturbed, except by the fluctuations to which it is always liable.

The first attack to be made on the above-mentioned figures, will be to separate from that portion of the foreign tonnage which is connected with the trade between this country and Canada and New Brunswick—and which does not rightly come under the head of foreign commerce—a trade of immense value to this country, inasmuch as from us their supplies of various kinds are drawn, and their exports to us are of such a nature as not to come in collision with our production. Under this test the figures dwindle most perceptibly—one more such blow and we should have to apply the microscope to discover them.

The foreign clearances from the United States were:

	American tonnage.	British to N. Ame'n colonies.	British to G. B. and other possessions.
1837,.....	1,266,622	440,002	103,020
1840,.....	1,352,653	383,156	101,348
1842,.....	1,536,451	417,058	182,892
1845,.....	2,053,927	512,004	258,840

That is, from 1837 to 1845, the American foreign tonnage increased 787,305 tons. The English tonnage, loading at our ports, except the provincial trade, increased at the same time 155,820 tons, and this not to England alone, but to her possessions in every part of the world, into which, for the last fifteen years, the United States have been extending their commerce.

Notwithstanding the unequal terms under which our direct trade with England has labored, there entered the ports of the united kingdom of Great Britain from the United States:

Br. Ships.	Tons.	American.	Tons.
1832,.....289	91,787	1832,.....651	231,280
1836,.....227	82,453	1836,.....601	251,021
1839,.....194	92,482	1839,.....784	357,417
1842,.....267	121,773	1842,.....867	426,857

A more convincing proof than the above figures, that the increase of English tonnage clearing from our ports has been employed in new avenues of commerce, and the utter inability of British ships to compete with American, could not well be offered.

In addition, it must be remembered that American ships carry twenty per cent. more, in proportion to their registered tonnage, than English ships, making the real difference of capacity much greater than the figures show. Allowing, for a moment, that we suffer from the competition with British ships, the consequence would be, that, under existing arrangements, their commerce must increase whilst ours diminishes. Let us see how facts support this supposition.

The registered tonnage of the United States was:

1830,.....	576,475 33
1834,.....	851,438 42
1840,.....	899,764 76
1844,.....	1,018,764 91
1845,.....	1,129,725 76

An increase most satisfactory to the ship owner.

The total tonnage of the United States, compared with Great Britain, stands thus:

1830,	American tonnage,	1,191,776	British,	2,531,819
1835,	"	1,824,940	"	2,783,761
1840,	"	2,180,764	"	3,311,538
1845,	"	2,417,002	"	3,637,311

This constant, steady increase of his country's wealth and power is most gratifying to an American.

In 1830, possessing less than one-half the tonnage of Great Britain, we find ourselves, in 1845, having two-thirds.

In 1844, the commercial navies of all the powers of Europe combined, except Great Britain, amounted to 3,216,459 tons. Great Britain and the United States united, possess nearly double the tonnage of all Europe, and well may they give to the world their maritime laws.

The foreign commerce of the United States, owing to the inability of other nations to compete with us, has always been carried on under the flag of our nation, in a greater proportion than that of either of the three great maritime powers. England herself, with all the restrictions that she has imposed upon the commerce of other nations, and in despite of all her efforts to secure to herself the carrying trade of the world, yields to the superior efficacy and economy of our marine.

An able French writer, Baron Dupin, recently published an elaborate essay, entitled "Comparison of the three principal Navies of the World;" British, United States of America and French. The tonnage carried under the National Flag, in comparison with a million of tonnage under a foreign flag, in the respective commerce of the great maritime power, stands thus:

	National Flag.	Foreign Flag.
Great Britain,.....	2,200,778	1,000,000
United States,.....	2,272,058	1,000,000
France,.....	610,258	1,000,000

So also in the commercial marine of the three nations, we find the weight transported by each man of the crew, to be greater by the American sailor than in either of the other two marines; considering the difference between the registered and true tonnage of our ships, the difference would be greater still.

The mean weight, carried forward, according to the same table, is as follows:

Great Britain,.....	18,053 kilogrammes.
The United States,.....	21,390 "
France,.....	10,218 "

The small amount of foreign goods exported from the United States, is a consequence of the restrictions now imposed on our commerce. A better argument could not be offered in support of this, than the figures of the "Atlas," and as such we commend it to the notice of those interested in the question. So great are the restrictions that, out of the large mass of goods annually imported into this country, the value of foreign productions exported, averages not over $6,000,000. The impossibility of obtaining British vessels, or if obtained, the exhorbitant freight always demanded, amounts to a prohibition. Rightly cherished, this might become an important branch of commerce; our seaports might be selected as the warehouses of the world. Nowhere can property be stored cheaper or safer.

The increase of foreign tonnage in our ports in 1847, and upon which so much stress has been laid, was not the effect of natural causes; neither can it have any weight as an argument, except with those ignorant of the circumstances attending that eventful year. Great Britain was in a state of starvation, and her ports thrown open to the ships of every nation. Our own fleet, large as it is, was not near large enough to supply the demand. Freights were so enormously high, as, in many instances, to equal the value of the ship. It is not marvelous that other nations should have flocked in and helped us to do that which we could not do single handed. With all the influx, American ship owners never reaped such a rich harvest as on that year, and it is doubtful if ever any branch of business yielded such large profits, within a limited period, as then accrued to the ship owner.

In regard to the coasting trade, we have never had or expressed but one opinion. It ought not, and will not, be surrendered by this country. Although we may allow the foreigner to live in our cities and settle upon the plains, yet, to take him into the bosoms of our families, is a boon that will never be granted. Under restrictions similar to those with which the coasting trade of England is offered, it can never be rendered available by British ships. The voyage of a ship entering this port from New Brunswick, with a cargo of lumber, part of which she would discharge here and fill up the vacancy on freight, though very fanciful on paper, would leave the balance on the wrong side of the sheet at the termination of the voyage.

The average freight from Boston to New Orleans is four cents per foot, which would give a ship of 600 tons, valued, at an average, at $30,000, about $1,800 per trip. From this is to be deducted stevedore hire, $300; $200 commissions; also, deductions are almost always made for goods damaged or lost; so numerous and miscellaneous are the parcels shipped from here to New Orleans, that this has become a heavy charge against the ship. Join to this the detention of the ship, and it will readily be seen that the amount left is too small to make it an object for foreign competition—so on her return, if to make a coastwise freight, the ship has to run to New Brunswick in ballast to take a fresh start. One must be entirely ignorant of the close economy with which our shipping interest is managed, to fear competition with such odds in our favor.

For years we have contended with the cheap built and cheap manned ships of the north of Europe, with ships that the writer in the "Atlas" confesses British ships cannot contend against, and with nations that have monopolized the British trade with the north of Europe. With us, the nations have had every advantage; a large and sure commerce ready at their hands, coming and going to and from our ports on perfect equality with our own ships, taking everything from us and giving nothing in return, with what result the following figures show:

	Entered our port in 1837.	Entered in 1845.
Hanseatic,	70,703 tons.	51,683 tons.
Danish,	16,107 "	4,363 "
Prussian,	19,825 "	3,279 "
Swedes,	25,660 "	38,670 "
Norwegians,	2,189 "	
	134,484 "	97,995 "

Our shipping interest has received less protection and less fostering aid from the action of government, than any branch of commerce. It has arrived, in a few years, to the strength and maturity of manhood, and nothing can impede its further progress.—*Boston Post.*

LEWIS WHARF.

HOME MANUFACTURES.

1. PROGRESS IN SOUTHERN STATES.

Every month adds more and more to the interest which the southern and western States are feeling in the subject of domestic manufactures, especially in cotton goods, for which they enjoy such rare facilities. With the material upon the spot, with an abundance of water power, or with inexhaustible coal and iron fields, provisions without stint, and cheap labor, particularly that of the slave, which is always practicable, it will be strange if the South and West permit much longer their wealth to be drained away by northern manufacturers. We ask only for the natural state of things, and that will give to us every desired advantage. Throughout the States of South Carolina, Georgia and Alabama, mills are continually in construction, and the results have, in almost every instance, been most favorable to capital. Our neighbors in Mississippi have also been aroused. In Louisiana nothing has yet been done, although a gentleman in East Feliciana, whose address we will give if desired, writes us as follows: "All I want is a little loose capital, say five or six thousand dollars, to establish a factory here. Can you find, among any of your capitalists, a man of sufficient spirit to enter in the scheme with me? I have lumber and brick, will give my attention to the business, and furnish one-half of the capital, charging nothing for the land and using my own cotton crop in the manufacture. Negro operatives will be employed."

2. CANNELTON, INDIANA.

We have been publishing a number of papers relating to the manufacture of cotton, &c., on the Ohio river, and have called especial attention to Cannelton, in the State of Indiana, which is destined to become a great manufacturing town. The company are allowed a capital of $500,000, and are selling their stock in the southern States. Lots for individuals or companies are offered low. The place enjoys the following advantages:

1. Power ample, cheap and certain.
2. Cheap food.
3. Facilities of transporting men and material.
4. Nearness to the market to be supplied.
5. Healthy position.
6. Cheap building materials.
7. In a free State.—[So say the company, though we cannot see in what this advantage lies.—Ed.]

Twelve charters for manufacturing companies at Cannelton, have been obtained, two of which have already been organized, the first of ten thousand and the other of two thousand spindles. The first factory will be four stories high, two hundred and seventy-two feet long, sixty-five feet wide, and employ three hundred and seventy-five operatives. Among the stockholders, we observe the names of Mr. Morgan and Col. Maunsel White, of Louisiana. The Secretary of the Canneiton company is Henry A. Griswold, of Louisville, Kentucky.

The following list will show the progress which has been made by Georgia in the manufacture of cotton:

3. FACTORIES IN GEORGIA.

Planters',	Factory	in Upson	county.	Beaver Dam,	Factory	in Greene	cou'ty.
Waynsman's,	do.	do.	do.	Anthony's Shoals,	do.	do	do.
Thomaston,	do.	do.	do.	Cedar Shoals,	do.	Newton	do.
Flint River,	do.	do.	do.	Newton,	do.	do.	do.
Columbus,	do.	Muscogee	do.	Roswell,	do.	Cobb	do.
Howard,	do.	do.	do.	Nickojack,	do.	do.	do.
Coweta,	do.	do.	do.	Rockmills,	do.	Warren	do.
Carter's,	do.	do.	do.	Shoals of Ogechee,	do.	do.	do.
Winter's,	do.	do.	do.	Sweet Water,	do.	Campbell	do.
Augusta,	do.	Richmond	do.	Milledgeville,	do.	Baldwin	do.
Bellview,	do.	do.	do.	Planters',	do.	Butts	do.
Richmond,	do.	do.	do.	Eatonton,	do.	Putnam	do.
Princeton,	do.	Clarke	do.	Troup,	do.	Troup	do.

Athens,	do.	do.	do.	McDonough,	do.	Henry	do.
Georgia,	do.	do.	do.	High Shoals,	do.	Morgan,	do.
Mars Hill,	do.	do.	do.	Bowen's,	do.	Carroll	do.
Scull Shoals,	do.	Greene	do.	Trion	do.	Chattooga	do.
Broad River,	do.	do.	do.	Houston,	do.	Houston	do.

In addition to the above, the requisite amount of stock has been subscribed for one factory in Macon, one in Augusta, one in Warren, one in Morgan, one in Gwinnette and one in Monroe. Others have, no doubt, been spoken of, with which we are unacquainted, and which may be in operation in the course of the present year.

4. We have seen a notice of the TRADEGAR IRON WORKS, at Richmond, Va., and learn that considerable supplies of machinery are sent from it to the sugar estates of Attakapas, La., which are preferred to those from the Cincinnati, Pittsburg, and other iron works. Mr. Anderson, the proprietor, is also extensively engaged in the manufacture of bar iron, locomotive and car axles, etc., etc. We commend this establishment to the South as worthy of our patronage and support.

In this connection we would observe, that at New Orleans we have the very successful foundery of Leeds, and the Belvidere works on the other side of the river. At Montgomery, Ala., we learn the establishment of a very large foundery for the repairs of steamers, &c., &c.

5. IRON FURNACES IN THE WEST.

There are, in Ohio and Kentucky, thirty-three iron furnaces, which yield an aggregate of 56,000 tons of pig metal each year. In addition to these furnaces in Ohio, there are a number in Tennessee and Illinois which yield a considerable amount of metal, and, with the increase of population in the West, this business is steadily advancing.

Much the largest portion of Ohio and Kentucky metal is disposed of in the Cincinnati market; and it is very seldom that the supply is more than adequate to the demand, or that the former is not about equal to the latter. In consequence of this, and of the article not being one of speculation, prices fluctuate but little, and the ruling rates have been about $26 for cold blast Tennessee and Illinois; $28 for do. Ohio and Kentucky, and $27 for hot blast do.

Of the 56,000 tons of metal produced in Ohio and Kentucky, it is estimated that 22,000 tons is consumed in Cincinnati, for which $600,000, or thereabouts, is annually paid. From this statement, some idea may be formed of the extent of the foundery business in Cincinnati. We shall have something to say on this subject at some future time.

We find in Cist's Advertiser a list of the Ohio and Kentucky furnaces, in 1849, which we append:

HOT BLAST.

Names.	*Owners.*	*Location.*
Buena Vista,	H. Means & Co.,	Castleburg,
Starr,	Lampton McCullough,	" [Ky.
Greenup,	Wilson, Scott & Co.,	Gallipolis, O.
Pennsylvania	W. M. Patton & Co.,	Greenupsb'g
Raccoon,	Hollister & Brothers,	" [Ky.
N. Hampsh'e,	Samuel Seaton,	"
Gallia,	Bently & Thompson,	Gallipolis, O.
Lagrange,	Iron and Coal Co.,	Hanging R'k
Vesuvius,	J. W. Dempsey & Co.,	"
Mt. Vernon,	Campbell, Ellison & Co.,	"
Lawrence,	Culbertson, Means & Co.,	"
Pine Grove,	R. Hamilton & Co.,	"
Union,	Sinton, Means & Co.,	"
Ohio,	do.	"
Junior,	Gliddon & Co.,	Franklin, O.
Empire,	do.	"
Center,	Hamilton, Rogers & Co.,	"
Franklin,	Gould, Hurd & Co.,	Franklin, O.
duckhorn,	Willard, James, & Co.	Wheelersb'g
Scioto,	Smith, Masner & Co.,	" [O.
Jackson,	Tewksbury, Adair & Co.,	"
Bloom,	McKinnell & Brothers,	"

COLD BLAST.

Clinton,	W. Patterson & Co.,	Castleburg,
Mt. Savage,	R. M. Biggs,	" [Ky.
Bellefonte,	W. L. Poage & Co.,	Amanda, Ky
Amanda,	Paull & Wurts,	"
Caroline,	Steece, Paull & Wurts,	Greenupsb'g
Laurel,	Wurts & Brother,	"
Keystone,	Green, Griswold & Co.,	Gallipolis.
Hecla,	H. Blake,	Hang. Rock.
Etna,	Dempsey, Rogers & Co.,	"
Olive,	Campbell, Peters & Co.	Wheelersb'g
Clinton,	Gliddon, Smith & Co.,	" [O.

6. MANUFACTURE OF PLANTATION SHOES.

The *Mississippian* publishes the following: We desire to see the experiment tried of manufacturing all our own negro brogans and common shoes. We are satisfied that it can be done, and a fair profit realized. It would not take long to convert a plantation force into a shoe factory, and the profits would be at least ten per cent. larger than they yield from the plantation. Let us see. We are indebted to the superintendent of the penitentiary for the following facts:

One hand can make four pair of negro brogans per day; ten hands forty pair, which at $1 12½ would be,		$45 00
Cost of materials, 60 cts. per pair, which, for forty pair, would be	$24 00	
Negro hire, 50 cts. per day, which, for ten hands, would be	5 00	
		29 00
Net profit per day on ten hands,		$16 00
One hand can make three pair of brogans for whites; ten hands thirty pair; which, at $1 25 per pair, would be		$37 50
Cost of materials 55 cts. per pair, which, for thirty pair, would be	$16 50	
Negro hire 50 cts. per day, which, for ten hands, would be	5 00	
		21 50
Net profit per day on ten hands,		$16 00

Seeing, then, from this statement, that the business might be made lucrative, it is entirely practicable to dispense with our northern supplies of negro brogans and coarse shoes for whites. The consumption of the articles of brogans, in Mississippi alone, must be at least 150,000 pair, and requires an expenditure of nearly $170,000. Why we should not avail ourselves of the benefit of this trade, it is impossible to say. We learn, from the Savannah *Georgian*, that a shoe factory has been started at Atlanta, which bids fair to rival Lynn, of Massachusetts. It is expected to turn out this year 68,000 pair. They will be made of Georgia hides, tanned with Georgia bark, and pegged with Georgia pegs.

We have plenty of the raw material. Fresh hides are preferable to the salted of South America, used so exclusively at the North. Any quantity of fresh hides may be purchased in Mississippi. The terra japanica can be cultivated; the sumach grows wild in abundance; the oak bark will be at our hand in the woods for generations to come; the valonia nut and cork tree bark, if needed, can be imported as cheaply into Mississippi as Massachusetts; and for all articles, the manufactured brogan could be exchanged at a profit. We are informed that with $1500 a very good tannery might be established. Certainly, under such circumstances, there can be no doubt of a handsome return on the investment, especially if connected with a shoe factory. Some enterprising citizen will take up this idea and make a fortune for himself.

7. STATISTICS OF SOUTHERN COTTON FACTORIES.

Mr. Solon Robinson, whom we have already quoted on another subject, gives the following as the result of his personal examination at the South:

The Graniteville Factory, in Edgefield District, S. C., 12 miles north of Hamburg, contains 9,245 spindles, and 300 looms, and all the machinery, of the very best kind and modern improvements, for making No. 14 sheetings and drillings. The building is of solid blue granite, 350 feet long and 50 feet wide, two stories high, with a good room in the attic, equal to half a floor, or more. The picker room is also stone, separate from main building, two stories high. Store houses, offices, two churches, a school house, 83 dwellings of wood, and all the fixings of the neatest kind, with two dams, and races a mile long, 40 feet head, two turbine wheels, a saw and grist mill, a hotel, and 9,000 acres of land, all cost $300,000, or $32.44 for each spindle. The mills in Lowell cost from $35 to $38 a spindle. A steam mill at Salem, Mass., cost $21 a spindle for 30,000 spindles, not including dwellings for operatives.

The details of cost at Graniteville are as follows:

Real estate,	$12,222.35
Canals and dams,	9,505.46
Factory buildings,	60,144.57
Water wheels and flumes,	6,949.12
Shafting and gearing,	12,663.99
Machinery,	121,754.03
Fire and steam apparatus,	5,947.65
Starting up mill, and furniture,	3,587.96
Saw mill, machine shop, &c.,	9,079.86
Cord clothing,	3,010.00
Dwelling houses,	43,293.18
Streets and fences,	1,998.80
Contingencies not yet carried to proper account,	3,307.49
Margin left for future expenditures,	6,539.67
Total,	$300,000.00

The building is warmed by steam pipes, as all should be.

There is a new factory at Augusta, Georgia, containing about the same amount of machinery, 208 feet long, 50 feet wide, and five stories high. The stairways of each are in projecting towers in front. Both of these are operated with white laborers, natives to the soil. These will consume ten bales a day, and turn out 10 to 12,000 yards of 30 and 36 inch sheetings and drillings. Cotton costs, now, 6¾ cents delivered. Average wages of all the men, women and children, at Graniteville, in April last, $3.05 a week. Most of work done by the piece. Number of hands, 300.

At Vaucluse, on the same stream, the number of hands, 94. Average wages through last year, $37.85 cents per day of 12 hours work. Number of spindles, 2,280, and 43 looms, making 8 ounce Osnaburg and bundle yarn. Hands employed, 11 men, 50 to 60 girls from 10 to 25 years, and balance boys from 12 to 20 years of age. Capital in the factory and buildings and land, counted at cost, on a second-hand purchase by General Jones, the present owner, $30,000, and floating capital, $20,000. The building is granite, 40 feet by 80, four stories high, with a room in roof equal to three-fourths of a story, and stairway in projecting tower. The picking room separate, 20 feet by 40. The machinery not of the most modern kind, as some of it has been in use 17 years. In 1848, the wheel run 283½ days, and used 367,404 lbs. of cotton, excluding waste, costing 6 cents 7.388 mills per pound, making $24,758.81, and made 71,615 lbs. of yarn that netted 14 cents per pound, and 295,789 lbs. of cloth, or 591,579¼ yards that netted 7 cents per yard. The details of cost of this was, for 6,895¼ days' picking, &c., $2,268.39, or 6.175 mills per pound.

		mills per lb.	
7,922	days' spinning,	6.933	$2,547.37
2,246	" spooling and warping,	1.406	415.98
1,450¼	" dressing,	2.132	630.24
569	" drawing in,	0.633	187.30
4,937¾	" weaving,	9.360	2,768.64
562	" trimming and baling,	1.164	344.34
1,114	" hanking and bundling yarn,	4.953	354.75
840¾	" machinist, watch, roller coverer, and all extra work,	1.559	572.90
Making the cost of labor put upon cloth, to 2 cents 9.361 mills per lb., or 1 cent 4.681 mills per yard, and the cost of labor on yarn, 1 cent 9.62 mills per lb. to which add, as above, cost of cotton, and 743 gallons of oil, equal to 2.471 mills per lb. of cotton,			908.03
Contingencies, which include materials, commissions, insurance upon $20,000, &c., and is equal to 1 cent 1.305 mills per lb. of cotton,			4,153.39
Transportation on cotton yarn and cloth,		3.856	1,416.73
73 barrels of flour for sizing, chargeable to cost of cloth,		1.092	323.20
48 reams of paper, chargeable to cost of yarn,		1.156	82.80
Interest on $50,000 capital, 7 per cent.,		9.526	3,500.00
Net profits above all cost and interest, as above,			7,826.81

Total cost of cloth per lb., 12 cents 4.999 mills, or 6 cents 2.499 mills per yard. Total cost of yarn, 11 cents 5.322 mills per lb.

One-fourth of the cotton used was short staple Nankin, and made into striped Osnaburgs. All cloth 31 inches wide, 8 oz. to the yard. Average daily consumption of cotton, 1,398 lbs.

All the hands, except a few men who are unmarried, and all that can, work by the piece. Families all live in factory houses, rent free, and cultivate all the land they choose to fence. General Jones has been here nine years, and no case of fever among hands. The mill stopped a few days last year on account of pneumonia among the operatives. The General has tried both, and gives preference to white labor. At Saluda Factory, near Columbia, all operatives are black. DeKalb Factory, at Camden, has 1,680 spindles and 40 looms, 93 hands; two-thirds white and one-third black. Average, 1,200 lbs. of yarn and cloth a day, one-third yarn and two-thirds eight ounce Osnaburgs. Used last year, 353,681 lbs. cotton, and made 90,145 lbs. of yarn and 234,055 lbs. of cloth—running mill 288½ days of 11⅜ hours. Size of building, 125 feet by 29, four stories. Average wages of hired blacks, 18¾ cents a day. They board themselves. Wages of whites, 13 to 26 cents, and weavers by the piece—18 cents a cut of 33 yards, and average about 3 cuts a day. Weavers' wages of the last month, from $9.90 to $18 per week.

Marlborough Factory, near Bennetville, S. C., owned by Capt. M. Townsend, runs 1,000 spindles on coarse yarns, Nos. 5 to 10, with 35 hands from 10 years old up, averaging $1.90 a week, including 5 slaves, counted at $8 a month—consumes 500 bales a year, at 5 cents a pound, and made last year 162,500 lbs. yarn. Average value at home, 12½ cents per lb. Cost of production, in labor, 2½ to 2¾ cents per lb. Capital, $20,000 in mill, and $5,000 floating. Sells about a third of yarn at home, and balance in New York. Hands all work by the day and week, and included in average cost is a machinist now repairing, whose wages are $9 a week.

INTERNAL IMPROVEMENTS.

In our next number we expect to publish the full particulars of the Memphis, St. Louis and Holly Springs Conventions, which have, for their object, the extension of our enterprise both East and Westward. We continue, in this number, our paper on Plank Roads, and that on the St. Louis and Ohio Railroad.

1. TENNESSEE RAILROADS.

We should not be very much surprised, says the Mountain Eagle, to see a locomotive enter the State of Tennessee in the direction of Knoxville, before one penetrates in the direction of Nashville. We were up the line a short distance, a day or two ago, and were astonished at the forward state of the work. There are, at this time, a force of four hundred hands operating on the first sixteen miles of the road, as we learn from Mr. Prichard, the engineer in charge of the work. Gen. Green, the contractor of the road, passed through our town on Friday last, on his way North, to perfect some of his arrangements for the elevation of Dalton and the improvement of East Tennessee and North-western Georgia. We wish him the most abundant success. If he succeeds in effecting one-half of his plans—we do not mean to express a doubt of his success.—*Atlanta Intelligencer.*

2. ALABAMA RAILROADS.

The Mobile Register says: We have the pleasure of announcing that the Directors of this Company closed a contract yesterday, with Messrs. W. D. Ribdle & Co., for the construction of seventeen sections of the Mobile and Ohio Railroad: commencing at the Eight Mile Creek and extending to Cedar Bluff—a distance of twenty-six miles. The road is to be graded and timbered, and put in condition to receive the iron rails, at the cost of about $160,000.

3. MOBILE AND OHIO RAILROAD.—No. 3.*

SECOND.—*The Travel through, and Freight Transportation.*

No accurate account is kept of the number of passengers annually arriving by steamboats, in New Orleans, from points above the mouth of the Ohio River; we are, therefore, left to conjecture. From the best data we are able to procure, however, we believe that the aggregate of arrivals and departures will be found to exceed 40,000 per annum. The completion of the Mobile and Ohio Railroad will afford the traveler, destined for the Gulf, a choice between the two following routes:

	Distance.	Time.	Fare.
From Cairo to N. Orleans, by Steamboat,...	1,012 miles.	84 to 96 hours.	$15.00
" " to Mobile, by Railroad,.....	470 "	24 "	10.00
Difference in favor of Mobile,.....	542 "	60 to 72 "	$5.00

Or, if destined for New Orleans—

	Distance.	Time.	Fare.
By Railroad, from Cairo to Mobile,.....	470 miles.	24 hours.	$10.00
By Steamboat, from Mobile to New Orleans,..	175 "	16 "	5.00
Total,.....	645 "	40 "	$15.00

Leaving a difference in favor of the route via Mobile of 367 miles in distance, and 44 to 56 hours in time, at the same rates of fare.

The Mobile and Ohio Railroad must, therefore, when finished, inevitably attract and monopolize the whole of this immense travel. Not only this, but thousands who are deterred from visiting the Gulf by the perils of Mississippi navigation, would avail themselves of the existence of railroad facilities, to enjoy the delightful winter climate of the tropics. The tide of travel between New York and the West Indies and Mexico, would tend more and more to the route of this road, as the different lines of railway now progressing north and east of Cincinnati should be completed. From these circumstances we hazard little in the assertion, that the number of passengers to be conveyed over the whole length of the Mobile and Ohio Railroad, would reach nearly 50,000 per annum.

Could this road compete profitably with the Mississippi River in the transportation of heavy freight? We answer in the affirmative. Fortunately the experience of the last fourteen years in railroad building, in the United States, affords ample material for our guidance, in entering upon new undertakings. We are no longer compelled to advance new theories, for the results of all previous experiments are before us. From these we can institute correct comparisons, and illustrate the advantages of particular routes. There are several railroad lines, in the United States, that come in direct competition with river routes, and some of these are sufficiently analogous to enable us to form a safe judgment, from their success, of the prospects of the Mobile and Ohio Railroad.

The Western Railroad, from Boston to Albany, furnishes a most striking example of the success of railroad competition against formidable odds. This road was opened in the fall of 1841, at a cost of over $8,500,000, and is 156 miles in length. It gives to produce reaching Albany, from the west, the choice of two markets: New York, 160 miles distant, without changing freight, by the "safest river navigation in the world;" or Boston, nearly the same distance by railroad, with the additional cost of removing the produce from canal boats to the cars. What has been the consequence? Witness the rapid and steady increase of the revenues upon this road since its completion, a large portion of which is from freights:—

Years.	Receipts.	Expenses.	Net Income.	Dividends.
1842.....	$512,688	$266,620	$246,068	.....
1843.....	573,883	283,826	290,057	.....
1844.....	753,753	314,074	439,679	3 per cent.
1845.....	813,480	370,621	442,859	5 "
1846 (11 months)...	878,417	412,679	465,738	6 "
1847.....	1,325,336	676,689	648,647	8 "
1848.....	.....	.....	725,000 prob'ly	.....

* Continued from October number.

Witness also, the effect of this road upon the growth of Boston, as compared with New York:

Population of New York in		1830...	203,007					
"	"	1840...	312,710	Increase in	10	years	54	per cent.
"	"	1845...	371,102	"	5	"	18½	"
"	Boston	1830...	61,392					
"	"	1840...	85,000	"	10	"	37	"
"	"	1845...	114,366	"	5	"	35	"

From this, we see that while the ratio of increase has declined in New York, since the completion for the Western Railroad, from 54 to 37 per cent. for ten years, the ratio of Boston has increased from 37 to 70 per cent. for the same period. The value of real and personal estate has increased, in the latter city, in like proportion:

Year.	Real Estate.	Personal.	Total.
1830.....	$36,963,000	$24,104,200	$61,067,200
1840.....	58,577,800	32,248,600	91,826,400
1845.....	81,991,400	53,957,300	135,948,700

This shows an advance in the ratio of 100 per cent., since 1840. It cannot be denied that this wonderful prosperity is chiefly owing to her railroad communication with the West. Notwithstanding the heavy cost of this work—equal to the sum required to construct the Mobile and Ohio Railroad, which is three times its length—it has yielded a fine profit from the beginning; and, as shown by the table, the stock is becoming more and more valuable every year.

The Georgia and South Carolina railroads afford further illustration, nearer home, of the value of similar enterprises, whether we regard them as objects for the investment of capital, or, in their higher bearings, as powerful agents in stimulating the growth and developing the natural resourses of the regions through which they pass. At Augusta, as at Albany, we find a navigable river and a railroad competing for the transportation of the produce arriving there, and with like results. Although every bale of cotton shipped from Augusta by railroad to the seaboard pays a freight of one dollar and a heavy drayage tax, which is avoided by the boats, while the freight by the latter is only fifty cents per bale, we find that the South Carolina Railroad has proved the more successful competitor, and receives the largest share. Of the total amount of 134,302 bales of cotton received in Charleston by the railroad in 1847, 73,149 bales were from Hamburg and Augusta. About two-thirds of the receipts at the two places last named, now go forward by railroad to that city, and the tendency in that direction is annually increasing. Notwithstanding the quantity of cotton reaching Charleston by this road in 1847, was (owing to the short crop in Georgia and Carolina) 62,833 bales less than in 1846, the receipts of the Company were $66,494.05 greater than for that year, and the net revenue increased $72,722.78. Much of this gain was in up freights, destined for North and East Alabama; and, as we have before remarked, some portion of it for places immediately up the rivers emptying into Mobile Bay. Need we stronger proof of the fact that freight *will abandon* the water for land conveyance, whenever railroad facilities are offered? That northern capitalists are satisfied of this, is manifest from their readiness to invest a large amount in building a railroad parallel to the Hudson River, thus acknowledging the superiority of railroads over the most favorable circumstances of river navigation.

The length of the Mobile and Ohio Railroad will be about 470 miles. The distance from the mouth of the Ohio River to New Orleans by water is 1,012 miles. From a report of Thomas Allen, Esq., to the Chicago Convention of July, 1847, we obtain the actual cost of the trips of three steamers plying between St. Louis and New Orleans:

Steamer	I——,	of 249 tons,	run at an expense of		$143 50	per day.
"	M——,	886	"	"	355 00	"
"	W——,	498	"	"	325 00	"
	Total,	1,633			$823 50	

Estimating these three steamers with an aggregate tonnage of 1,633 tons, to convey, on an average, an aggregate of 1,800 tons cargo to New Orleans, at the

cost of $823 50 per day, we should have for a trip of 4½ days (the usual time required between Cairo and New Orleans), a total of $3,705 75. Adding to this, for one day in port, loading and unloading, at, say half the running expenses, $411 75, would make the whole cost $4,117 50 for the trip. At a cost of 60 per ton, for building 1,633 tons, we have $97,980 as their value, which is below the average. This would give $16,330 per annum as the depreciation in value, supposing the steamers to last six years. Including these items, we should have as the cost of transporting 1,800 tons of freight to New Orleans by water—

Running expenses of the trip,.....	$4,117 50
Wear and tear of hulls, &c., &c.,.....	408 00
Insurance on do., one-half value,.....	50 00
Total.....	$4,575 50

Being, without fractions, $2 54 per ton. This approximation would require a considerable addition in practice, for the delays and accidents, loss of trips, &c., &c., to which steamers are liable on the Mississippi, and which it is impossible to estimate with any accuracy. Supposing, however, these causes to increase the cost one-fourth, the total would be $3 17 per ton.

The cost of transporting freight over the following railroads was, in 1847—

Georgia Railroad,	1,679	per ton per mile,	and the average load drawn per engine,	38½	tons.
Baltimore & Ohio,	1,152	"	"	41¾	"
Western,	1,334	"	"	...	"

Which includes "maintenance of way," and all other expenses incident to these roads. On the two former, owing to imperfect construction, and the use of the flat rail on the earlier portions of the route, the annual cost of repairs is unusually large. If we deduct this excess, and, on the Baltimore and Ohio Railroad, the expensive charge for horse power with which it is burdened, we shall have for that road a cost per ton per mile of 0.947, in trains of 41¾ tons per engine. On that, as well as on the Western Railroad, grades of over eighty feet to the mile are used, while we are assured by Mr. Troost, that the grade of the Mobile and Ohio road need nowhere exceed forty feet to the mile. Assuming that an engine of the second class would draw a load of fifty tons net freight, over a grade of eighty feet to the mile, without difficulty, one of the same power would move ninety tons over a grade of forty feet with ease; and an engine of the first class would pull one hundred and thirty-five tons over the same grade, with like facility.

Let us suppose for a moment that the Mobile and Ohio Railroad is completed. Applying the advantages which it will possess over the roads before mentioned, in its straight line and easy grades; and assuming ninety tons as the average freight drawn per engine, we have as the cost of transporting one ton from the mouth of the Ohio River to Mobile, at .442 per mile, omitting decimals, $2 08 per ton. Or, if the ratio per mile be one-half greater than the above, owing to increase of tonnage, we should have .663, or $3 12 per ton. This estimate, which is about half the actual cost of freight transportation on the Western Railroad, will not, we are convinced, be found too low.

It is contended by many, that, as freight destined for the Gulf must be brought from the Upper Mississippi and Ohio by steamboats to the northern terminus, when once aboard it would remain there, and float on to New Orleans, in preference to stopping half way, to be transported by railroad cars. That the railroad would intercept all such freights, we do not, of course, assert. That it would divert a large portion, enough to make it one of the most profitable roads in the Union, we firmly believe. But what is the case at present?

The number of steamboat arrivals into the port of St. Louis for 1846, was, as we gather from published statistics—

From Illinois River.....	446
" Upper Mississippi.....	663
" Missouri.....	256
	1,365

These steamers were of light draught, and terminated their voyages at St. Louis. At this point they deposited their cargoes, and received return freights.

The arrivals from New Orleans for the same year, were 395 steamers of larger tonnage, that likewise loaded and discharged their cargoes at St. Louis. The down cargoes of these 395 steamers were mostly made up of produce, &c., brought into St. Louis from above by the smaller craft before mentioned. Thus, we see that the largest share of Upper Mississippi freight passing Columbus, Kentucky, to and from New Orleans, is transhipped once at St. Louis. This city being only 170 miles above, it will be easy, when the railroad is completed, to transfer the shipping point, and extend the trips of these light draft steamers to Columbus. So with regard to the Ohio. Navigation is frequently interrupted above the mouth for the larger class of boats, and much freight passing that river is transferred from one boat to another, before reaching its destination. The construction of this road would result in the formation of steamboat lines, connecting with all important points above on the two rivers; and these, ere long, would in turn give place to tributary railways, uniting St. Louis, Cincinnati, and other chief cities of the West, to the Gulf by an unbroken chain.

The Georgia Railroad transports grain 171 miles for 8 cents per bushel, and merchandise at an average of 25 cents per 100 pounds; which yields a profit of 9 per cent. on the investment, besides paying interest on a considerable debt.

The usual freight charges between St. Louis and New Orleans, by water, are about 12½ cents per bushel, on corn and grain; for flour, pork, &c., 40@50 cents per barrel; and from 20@25 cents per 100 pounds on merchandise shipped by weight.

The total exports of eight leading articles of Western products, from New Orleans, for the year ending August 31, 1847, were as follows:

Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whisky.	Corn.
Bbls.	Bbls.	Hhds.	Kegs.	Bbls.	Pigs.	Bbls.	Sacks.
1,319,500	230,520	25,904	907,977	51,996	624,958	63,259	2,520,813

Allowing that only one-fourth of the above products would be transferred from the river to the railroad, we should have from this source—

Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whisky.	Corn.
329,875	57,630	6,476	226,994	12,999	156,964	15,815	630,203

4. PLANK ROADS.—No. 1.

[This subject, so interesting to the Southern and South-western States, we are anxious to present fully before our readers in this and the three or four following numbers of the Review. The material before us is abundant. When at Memphis, in July last, we learned that a contract had been made for a plank road from that city to Holly Springs, and that great advantages were expected from it. The following is from the *Macon Messenger*, and will be continued.—Ed.]

Messrs. Editors—I observe that in the last number of the Journal & Messenger you have prepared your readers to receive something from me on the subject of plank roads. I fear you have led them to anticipate too much. All the information in my possession, worth adding to the general stock already in possession of the public, will occupy but little space in your columns, and may fall far short, in interest, of the anticipations you have excited. Such as it is, I give it with the more pleasure, as it is the result of my personal examination and inquiry into the subject at those points where the system has been more extended in this country—I allude to the State of New York, and particularly to the city of Utica, and other cities and towns in that region.

Plank roads are, at the present time, claiming a large share of the public attention, especially at the North and West. Though we have, as yet, no examples of this description of improvement in Georgia, we may safely predict that a people who have expended twelve millions of dollars in as many years, who have six hundred miles of railroad in actual operation, and who are pressing other and equally important improvements to a speedy completion, will not be found far behind in this general movement. The face of the country is so favorable to the construction of these roads—timber is so abundant—can be afforded so cheaply and conveniently, and of such superior quality, that the attempt to construct this class of improvements will be made, as a matter of course. Though I may not be able, therefore, to add much to the general stock of information; and though I cannot undertake the production of an elaborate essay on the subject, it will give me pleasure to give others the results of my

observation and examination of the system, as I found it in practical operation.

Plank roads were first used in Russia, and were introduced into Canada by Lord Sydenham, while Governor of the Provinces. In the last nine years, upward of five hundred miles of these roads have been constructed. They are there laid with white or soft pine, a material, apparently, very indifferently adapted to the purpose.

From Canada, they were introduced into the United States, and the first road built in New York, was that from Syracuse to Central Square, which went into operation in July, 1846. The success which attended this enterprise led to the rapid extension of the system, until it is now stated that there are in operation and in progress upward of one hundred plank roads; and new companies are constantly forming under the general Plank Road Law, a copy of which I herewith submit for your examination.

A few of the roads in operation and commenced are the following—though I do not pretend to very great accuracy in giving their lengths:

Syracuse to Central Square	17 miles.	Little Falls to Newport	10 miles.
Utica to Rome	15 "	Schenectady to Saratoga	21 "
" to Bridgewater	18 "	Rome to Turin	20 "
" to Sherborne	40 "	" to Pulaski	"
" to Waterville	23 "	Oswego to Syracuse	"
" to Mohawk	13 "	" to Sterling	"
Ilion to Unadella Forks	"	" to Hastings	"
" to Cedarville	8 "	" to Hannibal	"

From Oswego to Rome, and from Oswego to Syracuse by way of Central Square, are the longest roads yet constructed; several short roads act as feeders to these, one or two of which have been mentioned above.

It is rather a curious fact, and well worth mentioning, that three or four of the roads above mentioned are between points already connected by railroads, and some of them also by canals; which certainly would appear to afford every desirable facility in the way of transportation—the railroads affording speed and comfort to the traveler, and the canals furnishing transportation at low rates of charge. But there appear to be certain circumstances and seasons of the year, when, with good roads to travel upon, the farmer prefers to place his produce upon his wagon, and if the distance is not too great, to drive to market and to become his own agent or factor; and more especially, if he is in the least removed from the canal or railroad. This may be more strikingly the case at the North than here, as the long suspension of field operations, from the duration and severity of the cold, makes an occasional trip to market rather a recreation to the farmer or his sons than otherwise; and I have no doubt, that within moderate distances, and with the facilities of plank roads, the result would be the same at the South, to a considerable extent.

The road from Schenectady to Saratoga is of this description, running parallel and adjacent to the Schenectady and Saratoga railroad; and a line of stages is at this moment running upon the plank road in opposition to the railroad. It is true, that, in this case, the railroad is in such bad order as to deter many persons from traveling upon it. This plank road is not complete, but is, nevertheless, carrying persons through (distance twenty-one miles) for fifty cents.

The proprietor of the line of stages on this road informed me that the result of his experience in staging on plank roads was, that a team of horses would perform nine miles on hour, including stops, or ten miles traveling time, with the same ease to themselves that they could perform six miles on a good summer road. He further stated, that, in his opinion, there was no description of road on which a horse traveled with as much ease to himself as on plank roads, adding, that there was a slight elasticity which was highly favorable to the motion and ease of the horse.

I discovered, however, a difference of opinion on this subject; others maintained, with less show of reason, it appeared to me, that plank roads, instead of being elastic, were more rigid than common earth, gravel, or even macadamized roads, and that by long use upon a plank road, a horse lost his own elasticity of limb, and became stiffened. But if this latter effect ever takes place, I venture the opinion that it is rather the result of the high speed at which they are too fre-

quently driven, than from any fault in this kind of road. Indeed, I heard the remark often, that you never know, or are aware how fast you are getting forward on a plank road, in consequence of the comparative smoothness of the track and the steady and regular pace of the horse, until examining your watch, you probably find yourself at your journey's end much sooner than you anticipated—this is at least the case with new beginners—and I was told that overdriving from the causes above mentioned, was very common with all.

The road from Utica to Rome, is another of those which run parallel and adjacent to railroads; and in this case, parallel and adjacent to one of the best railroads in the country, viz., the Utica and Syracuse railroad, over which passes six passenger trains a day each way; and, in addition to this, the plank road is also parallel and adjacent to the best canal in the country, viz., the Erie canal; so that here, we have a plank road, railroad and canal, in mutual opposition.

This road (the Utica and Rome), is not yet complete—about one-third of its length remaining to be constructed. The estimated cost, including grading, superstructure, bridging, toll houses, and every thing complete, is estimated at $2,000 per mile. As near as I could learn, the average cost is about $1,500. The most expensive road of which I have any knowledge, is that from Ilion to Cedarville, length eight miles, cost $2,200 per mile. This road is located along the valley, and occasionally precipitous slopes of a mountain stream, and sometimes it was found necessary to divert the stream from its bed into a new channel, and occasionally also to cross and recross it. The descent, in the eight miles of road, is 700 feet, the maximum, however, being six inches and five-eighths in a rod, or sixteen and a half feet.

This is a much lower maximum than is common, or even desirable; as twelve inches in sixteen and a half feet makes a very good road: and I traveled upon plank roads with inclinations of one foot in ten, but it was the intention of the companies on whose roads these inclinations were found, to grade them to an easier rate. I would suggest one foot in sixteen and a half, as a proper medium between too great outlay for grading, on the one hand, and too steep grades upon the other. I discovered no tendency or liability of the horses to slip on steeper inclinations, as the planks, being laid cross-wise, afford, perhaps, the very best foothold of any road in use; but the counteracting effect of gravity will be seriously felt by adopting a much higher standard, or, in other words, a much steeper grade than one foot in sixteen and a half.

LATE PUPLICATIONS.

From HARPER & BROTHERS, of New York, through J. B. Steel, New Orleans, we have received:

1. *History of the American Bible Society* from its organization to the present time, by W. P. Strickland, Introduction by Dr. Rice of Cincinnati, with a portrait of Hon. Elias Boudinot, the first President. 1849.

This is a handsome volume of 500 pages, and is a most valuable contribution to Biblical literature. It embraces a wide period of time, and gives an account of the various editions of the Bible in our own and all other languages, and much that is interesting in regard to the mission cause, and the distribution of the Scriptures all over the world.

2. *Southey's Common Place Book*, Vol. 1. 1849. The literary public will hail this work with great pleasure, and find in its pages, under several hundred different heads, arranged reflections, in the able and learned manner of Mr. Southey, upon subjects of history, biography, politics, travels, political economy, &c., constituting in itself a perfect encyclopedia of knowledge.

3. *History of the Constituent Assembly of France*, from May, 1848, by J. F. Cochran, Esq. 1849. Whilst the French Revolution is so fresh a topic, and the destinies of France so much a matter of speculation, this work will be greedily sought. The author having been present during the whole sitting of this extraordinary Assembly, has supplied the volume from his notes. "To follow the Assembly," he says, "through its struggles—to mark the men who influenced its career for good or for evil—such is the task into which the author found himself almost insensibly drawn." The work sketches the different public men of France in a life-like manner, and gives the history of the parties and measures to which they are respectively wedded.

4. *Lyell's Travels* in the United States—a second visit to the United States of North America in 2 vols. 1849. The distinguished scientific reputation of Mr. Lyell has made his name familiar all over the civilized world, and nowhere more than in our own country, over which he traveled twice, publishing at each time works upon our society, manners, progress, &c., in the spirit of a liberal and enlightened observer. The present volumes should be read by every American citizen, who will find in them matter in regard to our country, in a hundred particulars, to be found in no work by native writers. Mr. Lyell looks at things with the eye of a philosopher, and if he is sometimes at fault, it may be said of him, he is less so than any other foreign writer upon our country. He is well remembered at the South, where he spent some time, and in New Orleans and Louisiana especially. The parts of his volumes which refer to us are doubly interesting, and he pays a just tribute to our departed fellow-citizens, the lamented Carpenter and Wilde.

5. *Typee, or Four Months in the Marquesas.* 1849. This is a revised edition of Mr. Melville's work, with a sequel, called for by the extraordinary popularity it has attained. With all the attractiveness of elevated romance, it gives truthful views of life in the far distant isles of the sea.

6. *Union of Church and State*, by Baptist Wriothesly Noel, A. M. 1849. This volume upon a subject so interesting in a political point of view, has been reviewed in the *Southern Quarterly*, which, after considerable criticism, admits, "Well does it now become the English statesmen and churchmen to ponder Mr. Noel's words, 'thoughtful, just and religious progress is the only condition of our safety.'"

7. *History of Julius Cæsar*, by Jacob Abbott.

8. *History of Maria Antoinette*, by do.

9. *The Magic of Kindness*, or the Wondrous Story of the good Huan, with Illustrations.

10. *Scenes where the Tempter has Triumphed.*

11. *Retribution, or the Vale of Shadows*, by Emma Southworth.

12. *Harper's Illustrated Catalogue.*

It may be said of every publication from the house of Harpers, that it is finished in the finest style of the most approved book publishing. In regard to the *Life of Cæsar* and of *Maria Antoinette*, the highest elegance of execution is reached, and of binding. The illustrations are numerous and beautiful, and young persons will be much interested. The *Magic of Kindness* has a fine moral tone, and commends itself to parents, whilst the *Scenes where the Tempter has Triumphed*, persons at every period of life and in every pursuit, will find instruction and profit from the stirring and striking incidents portrayed. *Retribution*, &c., is a novel by an American lady, a citizen of Washington, D. C., and in many of its points, as the author tells us, "not unfounded on fact." Mr. Harper's Catalogue will be valuable to all desirous of purchasing a library, and can be had gratis by any one who may order it from the House.

13. From S. Hart, sen'r., Charleston, we receive parts 1, 2 and 3 of the *Baptist Cyclopædia*, or Dictionary of Baptist Biography, Bibliography, Antiquities, History, Chronology, Theology, Polity and Literature, by Rev. T. W. Haynes. Charleston. 1849. To be published in monthly parts, at 25 cents each, or $5 00 for the whole work, in 24 parts complete. Hereafter we shall notice fully.

PERIODICALS, ETC.

14. *Republication Foreign Reviews.*

London Quaterly,
Edinburgh Review,
Westminster do.
North British do.
Blackwood's Magazine,

} $10 per annum for the five Reviews, or $3 for any one Review. New Orleans. Agents J. C. Morgan and Weld & Co.

We are indebted to the publishers, Leonard, Scott & Co., of New York, for the last numbers of each of these valuable works, and have perused them with the usual interest. We know of no publications which are more important for every private family or library than these, and the enterprising publishers deserve the most liberal support. We trust that the South will always be well provided with such literature.

15. *New Orleans Medical Journal.*

16. *Hunt's Merchants' Magazine.* September.

17. *Western Journal.* St. Louis. Tarver & Risk. September, 1849.

18. *Southern Literary Messenger.* August. Richmond, Va.

19. *Plough, Loom and Anvil.* Philadelphia.

20. *Law Reporter.* Boston. August and September.

21. *American Journal of Science and Art.*

22. *Rail Road Journal.* New York. Weekly.

The *Medical Journal* is now in high success, and with able collaborators. *Hunt*, for September, has a curious article on the "Helix as a Propeller for Steam Vessels." Will the Editor send us his June, July and August numbers, which we have not received. The *Western Journal* seems to improve at each new issue, and is already one of the very best works in the Union devoted to the progress of industry. The *Southern Literary Messenger* for September has not reached us. The August number has a splendid article on the "Panama Rail Way and the

Gulf of Mexico," extracts from which we design publishing in the Review. The editor's paper on "Provincialisms" is exceedingly good. Without approving the views of Skinner's *Plough, Loom and Anvil*, we repeat what we have often said, it is a zealous advocate of the cause espoused, and deserves favor with a very large and influential class. We commend the *Law Reporter*, as a cheap and valuable journal—$3 per annum.

23. *Annual Report Mercantile Library Association*. Boston. 1849.

24. *Greenville Rail Road Company Report*. 1849. The *Boston Mercantile Society* has 1145 members, has added 579 volumes to its library last year, and which reaches 5819 volumes. Its invested funds are $16,000 in amount. Among the list of periodicals in its Reading Room, we do not see our Commercial Review, which is the only want of taste we can discern in the Society's proceedings!! This is fame—though, by the way, we notice our Review in the Catalogues of most public Libraries in the Union. We thank Judge O'Neil for a copy of his Report, as President of the Greenville Rail Road Company, and will hereafter draw upon his statistics. The Judge's admirable paper on *Slave Laws in Carolina* had been misplaced but has come to hand, and its publication will be continued in the Review.

25. *A few Thoughts on the Foreign Policy of the United States*, by W. H. Trescot, Charleston. 1849.

26. *Oration before the 4th July Association of Charleston*, by W. Porcher Miles. 1849.

We have perused with liveliest interest these pamphlets. The authors were college mates with us, and the reminiscences of *alma mater* cling around them. They were ever distinguished in every effort of letters or oratory. *Alma mater* claims them with pride. We share a part of that pride. In matters of logic, metaphysics and pure reason, Trescot ranked highest. In eloquence, imagination, poetry—what the world calls "genius"—the palm was Miles's. Both of these gentlemen have, we regret, of late, appeared too little in public. It is the glory of Carolina to have many such sons.

But to the pamphlets. "*Thoughts on the Foreign Policy of the United States*" are in the spirit of elevated statesmanship and sound diplomacy. The style is peculiarly adapted to the subject, and is defaced by no tinsel ornament. We have noted occasional obscurities, and some passages which can scarcely be defended on critical canons. But for this we have not time. The ideas are good. In some respects they are new. Our complaint would be that the author stops short of the legitimate conclusions to which his reasonings tend. Perhaps he was staggered by them. It *is* true that the United States have passed the ordeal of national *minority*, and have become of *age* for all purposes whatever. What Mr. Lyell, in his travels in our country, says a young officer desired a war with England to prove, viz., that we are a *first class power*, is already proved and admitted. We belong to the family of nations, and have a voice in everything, and a potential voice, that concerns their polity. We have out-grown Gen. Washington's *keep-at-home* doctrine. Mr. Trescot has not succeeded in defining the cases in which we should and should not interfere in European politics. The truth is, there is no line, and we shall soon discover that we have more to do with Mr. Guizot's "Balance of Power" doctrines than we had flattered ourselves. If the Republic had intended her *Chinese* policy perpetual, she ought to have never bartered with Napoleon for Louisiana! With that accession began her growth, her ambition, in some respects her arrogance. She has gone too far now to stop or retreat. She sets up a *guardian* tenure to all North America on grounds of national defense. Is it of no importance to her liberties and her defenses whether all Europe be Republican or Cossack? The time has passed—the iron age is gone—glory, and power, and conquest have succeeded! Mr. Trescot is right about Cuba. If we annex her, we must have Jamaica and Hayti, etc. He is wrong when he supposes her independent national existence possible. Small Republics cannot exist in the vicinity of great ones. As a Louisianian, we desire no annexation of the Island. Upon the whole Mr. Trescot is a bold thinker, and, we believe, for the first time, on the right side.

Mr. Miles's Oration is a finished rhetorical production. In style it is nearly faultless. Its sentiments are elevated, dignified and patriotic. There are passages of fine eloquence. His portraiture of *public opinion* and its irresistible might, is graphic. We admire him for his indignant and noble repudiation of the *utility* doctrine of those who would tolerate the *Wilmot Proviso*. We admire him for the chivalrous sentiments of his conclusion—"Will you allow this stab to be made at the great principle of Constitutional liberty, for which our fathers struggled so hard for eight long years, and not throw your whole moral weight and guard before it. Or is that principle no longer as dear to us as it was to the men of the revolution? Or, in this utilitarian age, is all principle to be sneered at as a 'metaphysical abstraction,' and the profoundest question in politics and constitutional law to be settled solely on the basis of dollars and cents? If so let us pause and reflect, for all our institutions, our liberties, nay, our very existence, are endangered."